

NOISE IMPACT ANALYSIS

SHEA BAKER RANCH

CITY OF LAKE FOREST, CALIFORNIA

LSA

July 2011

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SHEA BAKER RANCH

1.0 INTRODUCTION

This noise impact analysis has been prepared to evaluate the potential noise impacts and mitigation measures associated with the Shea Baker Ranch mixed-use development (proposed project) in the City of Lake Forest (City), California. This report is intended to satisfy the City's requirement for a project-specific noise impact analysis required as a mitigation measure (NM 3.10-2) adopted pursuant to the City's approval of the Opportunity Study Area project, and examines the impacts of the proposed noise-sensitive uses on the project site together with the project design features, standard conditions, and mitigation measures brought forward from the City's certified Program Environmental Impact Report for the Opportunity Study Area (PEIR) that will be implemented by the proposed project. Modeled noise levels are based upon vehicle data included in a traffic study prepared for the proposed project (LSA Associates, Inc. [LSA], April 2011).

1.1 Project Description

The proposed project site is bounded by Rancho Parkway and State Route 241 (SR-241) to the north, Commercentre Drive to the south, Bake Parkway to the east, and the Borrego Canyon Wash to the west. The project location is illustrated in Figure 1, and the project conceptual plan is illustrated in Figure 2. The Shea Baker Ranch Area (SBRA) land uses include 1,144 single-family dwelling units (DU), 641 multi-family (condominium) DU, 594 multi-family (apartments) DU that include 414 market-rate units and 180 affordable units, and 25,000 square feet (sf) of neighborhood retail use. The total number of dwelling units is 2,379 DU.

1.2 Methodology Related to Noise Impact Assessment

Evaluation of noise impacts associated with the proposed project includes the following:

- Determine the short-term construction noise impacts on off-site sensitive receptors,
- Determine the long-term off-site mobile- and stationary-source noise impacts on on-site noise-sensitive uses and off-site sensitive receptors, and
- Evaluate the prior-adopted standard conditions, mitigation measures together with any project design features and determine if additional mitigation measures are required to reduce short-term and long-term on-site and off-site noise impacts.

This report examines two existing conditions: one without Alton Parkway (Existing Conditions) and one with Alton Parkway (Existing Conditions with Alton Parkway).

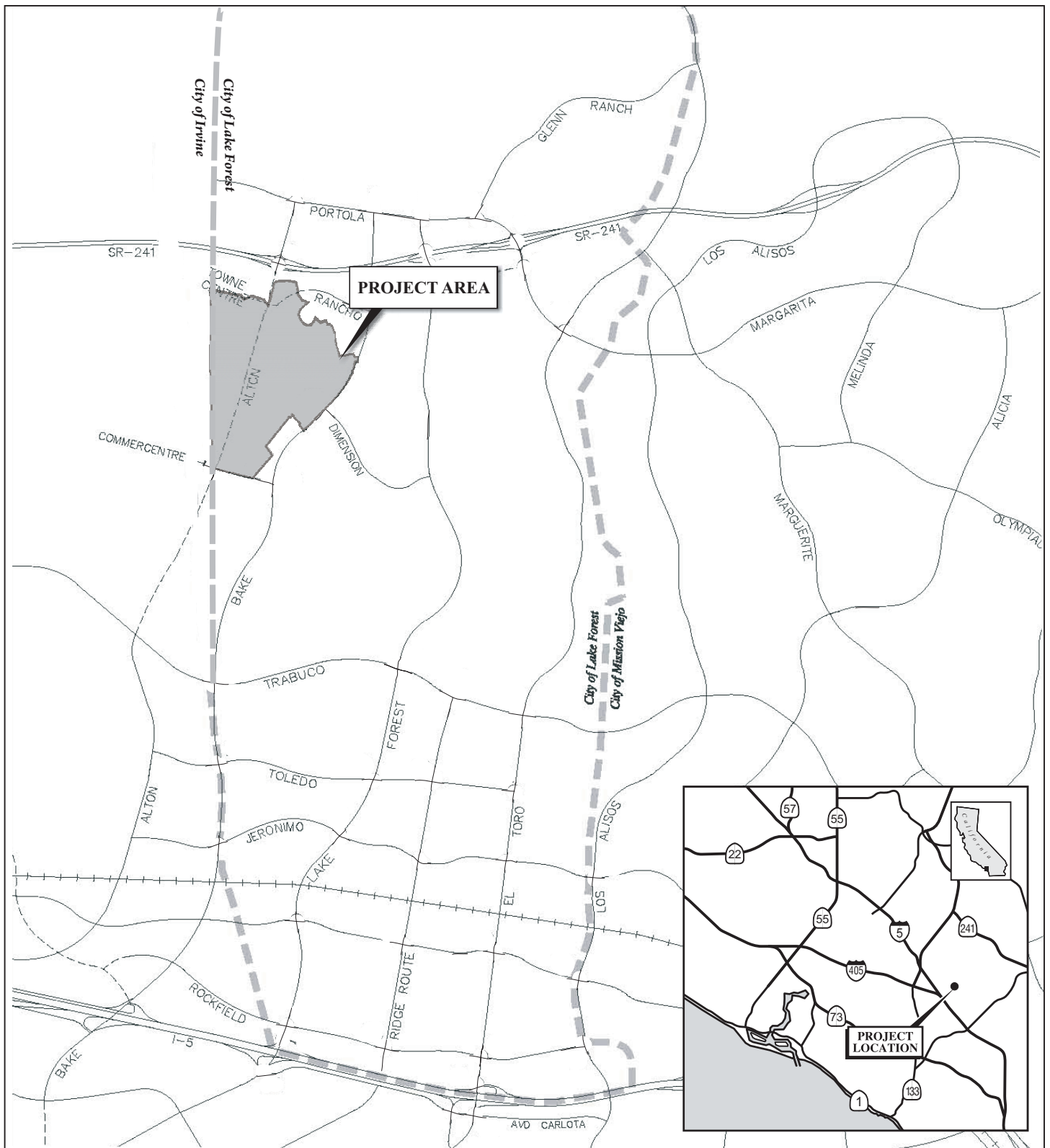


FIGURE 1

LSA



NOT TO SCALE

SOURCE: City of Lake Forest SBRA Traffic Forecast Data

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Shea Baker Ranch
Project Location

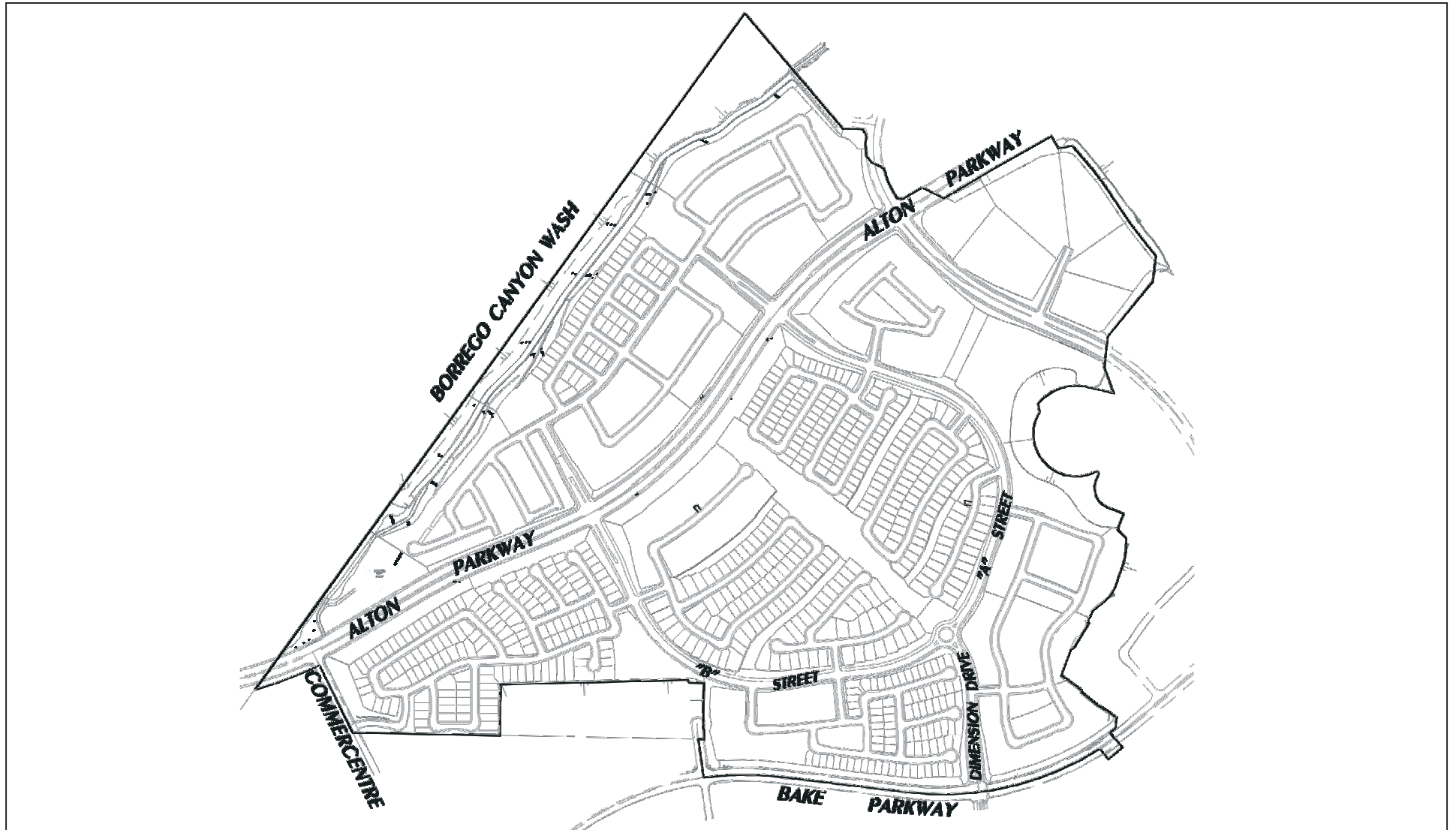
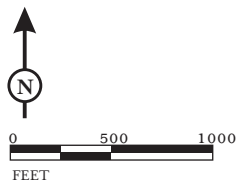


FIGURE 2

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Shea Baker Ranch
Site Plan

The Alton Parkway extension, which is currently under construction between Irvine Boulevard in the City of Irvine and Towne Centre Drive in the City of Lake Forest, will provide a parallel route to Bake Parkway and Lake Forest Drive. Once completed (as a six-lane roadway outside of Lake Forest and a four-lane roadway within Lake Forest), Alton Parkway could result in a redistribution of traffic within the study area as drivers choose the most direct path from the new options available to them.

Alton Parkway (four-lanes within the City of Lake Forest) will be completed prior to commencement of construction for the project. As part of the project, the Lake Forest portion of Alton Parkway will be widened to six lanes. The project will add traffic to a roadway network that already includes the Alton Parkway link. Therefore, intersection turn-movement volumes and intersection capacity utilization (ICU) worksheets in the traffic study for this project were prepared for an Existing Plus Alton Parkway (No Project) condition. This was accomplished by utilizing existing intersection turn movement counts and the Lake Forest Traffic Analysis Model (LFTAM) model to forecast traffic redistribution resulting from the completion of Alton Parkway. To provide the clearest picture of the impacts associated with the proposed land use, the Existing Plus Alton (No Project) condition was modeled with the full six-lane Alton Parkway in the traffic study, and this scenario is also analyzed in the noise study.

1.3 Characteristics of Sound

Sound is increasing to such disagreeable levels in our environment that it can threaten our quality of life. Noise is usually defined as unwanted sound. Noise consists of any sound that may produce physiological or psychological damage and/or interfere with communication, work, rest, recreation, and sleep. To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect our ability to hear. Pitch is the number of complete vibrations, or cycles per second, of a wave resulting in the tone's range from high to low. Loudness is the strength of a sound that describes a noisy or quiet environment and is measured by the amplitude of the sound wave. Loudness is determined by the intensity of the sound waves, combined with the reception characteristics of the human ear. Sound intensity refers to how hard the sound wave strikes an object, which in turn produces the sound's effect. This characteristic of sound can be precisely measured with instruments. The analysis of a project defines the noise environment of the project area in terms of sound intensity and its effect on adjacent sensitive land uses.

1.4 Measurement of Sound

Sound intensity is measured through the A-weighted scale to correct for the relative frequency response of the human ear. That is, an A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Unlike linear units, such as inches or pounds, decibels (dB) are measured on a logarithmic scale representing points on a sharply rising curve.

For example, 10 dB are 10 times more intense than 1 dB, 20 dB are 100 times more intense, and 30 dB are 1,000 times more intense. Thirty dB represent 1,000 times as much acoustic energy as 1 dB. The dB scale increases as the square of the change, representing the sound pressure energy. A sound as soft as human breathing is about 10 times greater than 0 dB. The dB system of measuring sound gives a rough connection between the physical intensity of sound and its perceived loudness to the

human ear. A 10 dB increase in sound level is perceived by the human ear as only a doubling of the loudness of the sound. Ambient sounds generally range from 30 A-weighted decibels (dBA) (very quiet) to 100 dBA (very loud).

Sound levels are generated from a source, and their dB level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. For a single point source, sound levels decrease approximately 6 dBA for each doubling of distance from the source. This drop-off rate is appropriate for noise generated by stationary equipment. If noise is produced by a line source, such as highway traffic or railroad operations, the sound decreases 3 dBA for each doubling of distance in a hard site environment. Line source, noise in a relatively flat environment with absorptive vegetation, decreases 4.5 dBA for each doubling of distance.

There are many ways to rate noise for various time periods, but an appropriate rating of ambient noise affecting humans also accounts for the annoying effects of sound. Equivalent continuous sound level (L_{eq}) is the total sound energy of time varying noise over a sample period. However, the predominant rating scales for human communities in the State of California are the L_{eq} and community noise equivalent level (CNEL) or the day-night average level (L_{dn}) based on dBA. CNEL is the time varying noise over a 24-hour period, with a 5 dBA weighting factor applied to the hourly L_{eq} for noises occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and a 10 dBA weighting factor applied to noise occurring from 10:00 p.m. to 7:00 a.m. (defined as sleeping hours). L_{dn} is similar to the CNEL scale, but without the adjustment for events occurring during the evening hours. CNEL and L_{dn} are within 1 dBA of each other and are normally exchangeable. The City of Lake Forest uses the CNEL noise scale for long-term noise impact assessment.

Other noise rating scales of importance when assessing the annoyance factor include the maximum noise level (L_{max}), which is the highest exponential time averaged sound level that occurs during a stated time period. The noise environments discussed in this analysis for short-term noise impacts are specified in terms of maximum levels denoted by L_{max} , which reflects peak operating conditions and addresses the annoying aspects of intermittent noise. It is often used together with another noise scale, or noise standards in terms of percentile noise levels, in noise ordinances for enforcement purposes. For example, the L_{10} noise level represents the noise level exceeded 10 percent of the time during a stated period. The L_{50} noise level represents the median noise level. One-half the time the noise level exceeds this level, and one-half the time it is less than this level. The L_{90} noise level represents the noise level exceeded 90 percent of the time and is considered the background noise level during a monitoring period. For a relatively constant noise source, the L_{eq} and L_{50} are approximately the same.

Noise impacts can be described in three categories. The first is audible impacts that refer to increases in noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3.0 dB or greater since this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, refers to a change in the noise level between 1.0 and 3.0 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category is changes in noise level of less than 1.0 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant.

1.5 Physiological Effects of Noise

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects our entire system, with prolonged noise exposure in excess of 75 dBA increasing body tensions, thereby affecting blood pressure and functions of the heart and the nervous system. In comparison, extended periods of noise exposure above 90 dBA would result in permanent cell damage. When the noise level reaches 120 dB, a tickling sensation occurs in the human ear even with short-term exposure. This level of noise is called the threshold of feeling. As the sound reaches 140 dB, the tickling sensation is replaced by the feeling of pain in the ear. This is called the threshold of pain. A sound level of 160 to 165 dB will result in dizziness or loss of equilibrium. The ambient or background noise problem is widespread and generally more concentrated in urban areas than in outlying less developed areas.

Table A lists “Definitions of Acoustical Terms,” and Table B shows “Common Sound Levels and Their Noise Sources.”

Table A: Definitions of Acoustical Terms

Term	Definitions
Decibel, dB	A unit of level that denotes the ratio between two quantities proportional to power; the number of decibels is 10 times the logarithm (to the base 10) of this ratio.
Frequency, Hz	Of a function periodic in time, the number of times that the quantity repeats itself in one second (i.e., number of cycles per second).
A-Weighted Sound Level, dBA	The sound level obtained by use of A-weighting. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. All sound levels in this report are A-weighted, unless reported otherwise.
L_{01} , L_{10} , L_{50} , L_{90}	The fast A-weighted noise levels equaled or exceeded by a fluctuating sound level for 1 percent, 10 percent, 50 percent, and 90 percent of a stated time period.
Equivalent Continuous Noise Level, L_{eq}	The level of a steady sound that, in a stated time period and at a stated location, has the same A-weighted sound energy as the time varying sound.
Community Noise Equivalent Level, CNEL	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of five decibels to sound levels occurring in the evening from 7:00 p.m. to 10:00 p.m. and after the addition of 10 decibels to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
Day/Night Noise Level, L_{dn}	The 24-hour A-weighted average sound level from midnight to midnight, obtained after the addition of 10 decibels to sound levels occurring in the night between 10:00 p.m. and 7:00 a.m.
L_{max} , L_{min}	The maximum and minimum A-weighted sound levels measured on a sound level meter, during a designated time interval, using fast time averaging.
Ambient Noise Level	The all-encompassing noise associated with a given environment at a specified time, usually a composite of sound from many sources at many directions, near and far; no particular sound is dominant.
Intrusive	The noise that intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence and tonal or informational content, as well as the prevailing ambient noise level.

Source: Handbook of Acoustical Measurements and Noise Control, 1991.

Table B: Common Sound Levels and Their Noise Sources

Noise Source	A-Weighted Sound Level in Decibels	Noise Environments	Subjective Evaluations
Near Jet Engine	140	Deafening	128 times as loud
Civil Defense Siren	130	Threshold of Pain	64 times as loud
Hard Rock Band	120	Threshold of Feeling	32 times as loud
Accelerating Motorcycle at a few feet away	110	Very Loud	16 times as loud
Pile Driver; Noisy Urban Street/Heavy City Traffic	100	Very Loud	8 times as loud
Ambulance Siren; Food Blender	95	Very Loud	
Garbage Disposal	90	Very Loud	4 times as loud
Freight Cars; Living Room Music	85	Loud	
Pneumatic Drill; Vacuum Cleaner	80	Loud	2 times as loud
Busy Restaurant	75	Moderately Loud	
Near Freeway Auto Traffic	70	Moderately Loud	Reference Level
Average Office	60	Quiet	½ as loud
Suburban Street	55	Quiet	
Light Traffic; Soft Radio Music in Apartment	50	Quiet	¼ as loud
Large Transformer	45	Quiet	
Average Residence Without Stereo Playing	40	Faint	⅛ as loud
Soft Whisper	30	Faint	
Rustling Leaves	20	Very Faint	
Human Breathing	10	Very Faint	Threshold of Hearing
	0	Very Faint	

Source: Compiled by LSA Associates, Inc. 2003.

2.0 EXISTING CONDITIONS

2.1 Sensitive Land Uses in the Project Vicinity

There are no existing residential uses immediately adjacent to the project site. There are existing commercial and light industrial uses to the north, east, and south of the project site. A recreational vehicle storage site is located to the southwest of the project site. There are nurseries to the east and west of the project site. Federal lands lie to the west of the site, which is generally open space but contains a portion of land which is used by the FBI for training.

2.2 Overview of the Existing Noise Environment

The primary existing noise sources in the project area are commercial/industrial uses and transportation facilities. Traffic on State Route 241 (SR 241), Bake Parkway, Rancho Parkway, Commercentre Drive, and other local streets is the main source contributing to the background noise. Vehicles and operations associated with adjacent commercial/warehouse uses also contribute to the ambient noise in the project vicinity. Occasional aircraft overflight generates noise higher than the other more steady background noise sources. However, the project site is not in a flight pattern area

(i.e., take off or landing for any airports) and therefore aircraft noise is basically from private planes or high altitude overflight. Other contributing sources include intermittent noise associated with commercial uses and an FBI training facility to the west of the project site. The ambient noise survey conducted by LSA showed that noise in the project vicinity ranged from 55 to 64 dBA with the most significant contributor being traffic noise.

The Federal Highway Administration (FHWA) highway traffic noise prediction model (FHWA RD-77-108) was used to evaluate highway traffic-related noise conditions along the roadway segments in the project vicinity. Existing traffic volumes in the project's traffic study (Austin-Foust Associates, Inc., April 2011) were used to assess the existing traffic noise impacts. A typical vehicle mix for Southern California was used. Table C provides the traffic noise levels along the roadways adjacent to the project site under the existing conditions. These noise levels represent the worst-case scenario, which assumes that no shielding is provided between the traffic and the location where the noise contours are drawn. The specific assumptions used in developing these noise levels and model printouts are provided in Appendix A.

Table C shows that, under Existing conditions, traffic noise levels along roadway segments in the project vicinity are moderate to high, with the 70 dBA CNEL confined within the roadway right-of-way for almost half of the roadway segments evaluated (all of Alton Parkway, Ridge Route, Rancho Parkway, Commercentre Drive, Toledo Way, Jeronimo Road, Muirlands Boulevard, and portions of Bake Parkway and Portola Parkway), except along most of Bake Parkway and Portola Parkway, and along Trabuco Road and Lake Forest Drive, where the 70 dBA CNEL extends from 63 to 124 feet (ft) from the roadway centerline. SR-241 would have its 70 and 65 dBA CNEL extending to 176 and 373 ft, respectively, from the centerline.

Table D shows that, under Existing with Alton Parkway conditions, traffic noise levels along roadway segments in the project vicinity would remain moderate to high, with the 70 dBA CNEL confined within the roadway right-of-way for one-third of the roadway segments evaluated (all of Ridge Route, Rancho Parkway, Commercentre Drive, Toledo Way, Jeronimo Road, Muirlands Boulevard, and portions of Lake Forest Drive), except along most of Lake Forest Drive and Portola Parkway, and along Alton Parkway, Bake Parkway, and Trabuco Road, where the 70 dBA CNEL extends from 67 to 128 ft from the roadway centerline. SR-241 would have its 70 and 65 dBA CNEL extending to 189 and 401 ft, respectively, from the centerline.

2.3 Applicable City Noise Standards

A project will normally have a significant effect on the environment related to noise if it will substantially increase the ambient noise levels for adjoining areas or conflict with adopted environmental plans and goals of the community in which it is located. The applicable noise standards governing the project site are the City's noise criteria.

Table C: Existing Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 CNEL (ft)	Centerline to 65 CNEL (ft)	Centerline to 60 CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane
Bake Parkway between Portola Parkway and SR-241	24,000	82	163	343	69.6
Bake Parkway between SR-241 and Commercentre	34,000	100	203	432	71.1
Bake Parkway between Commercentre and Trabuco	43,000	114	237	505	72.1
Bake Parkway between Trabuco and Toledo	46,000	119	247	528	72.4
Bake Parkway between Toledo and Jeronimo	49,000	124	258	551	72.7
Alton Parkway between Portola Parkway and SR-241	9,000	< 50	86	179	66.1
Alton Parkway between SR-241 and Commercentre	2,000	< 50	< 50	69	59.5
Lake Forest between Portola Parkway and SR-241	14,000	63	116	241	67.3
Lake Forest between SR-241 and Rancho Parkway	20,000	74	145	304	68.8
Lake Forest between Rancho Parkway and Trabuco	23,500	81	160	339	69.5
Lake Forest between Trabuco and Toledo	29,000	91	183	389	70.4
Lake Forest between Toledo and Jeronimo	30,000	93	187	398	70.6
Lake Forest between Jeronimo and Muirlands	32,000	96	195	415	70.9
Lake Forest between Muirlands and Rockfield	37,000	105	215	457	71.5
Ridge Route between Trabuco and Toledo	7,000	< 50	72	151	65.4
Ridge Route between Toledo and Jeronimo	9,000	< 50	85	179	66.5
Ridge Route between Jeronimo and Muirlands	8,000	< 50	78	165	66.0
Portola Parkway west of Alton Parkway	7,000	< 50	85	158	63.7
Portola Parkway between Alton Parkway and Bake Parkway	13,000	< 50	116	232	66.4
Portola Parkway between Bake Parkway and Lake Forest	27,000	93	178	372	69.5
Portola Parkway between Lake Forest and Glenn Ranch	35,000	106	209	441	70.7
Portola Parkway between Glenn Ranch and SR-241	33,000	103	202	424	70.4
Portola Parkway between SR-241 and El Toro Rd.	35,500	107	211	445	70.7
Portola Parkway east of El Toro Rd.	36,000	108	213	449	70.8
Rancho Parkway west of Bake Parkway	5,000	< 50	< 50	101	63.9
Rancho Parkway between Bake Parkway and Lake Forest	7,000	< 50	59	126	65.3

Table C: Existing Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 CNEL (ft)	Centerline to 65 CNEL (ft)	Centerline to 60 CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane
Trabuco between Bake Parkway and Lake Forest	22,000	78	154	324	69.2
Trabuco between Lake Forest and El Toro Rd.	28,000	89	179	380	70.3
Trabuco east of El Toro Rd.	19,000	73	140	294	68.6
Toledo between Bake Parkway and Lake Forest	8,000	< 50	78	165	66.0
Jeronimo between Bake Parkway and Lake Forest	10,000	< 50	90	192	67.0
Muirlands between Bake Parkway and Lake Forest	13,000	< 50	110	229	67.3
SR-241 between Alton Parkway and Bake Parkway	44,000	176	373	801	75.2

Source: LSA Associates, Inc., April 2011.

Note: Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.

ADT = Average Daily Traffic

ft = feet

CNEL = community noise equivalent level

SR-241 = State Route 241

dBA = A-weighted decibels

Table D: Existing with Alton Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 CNEL (ft)	Centerline to 65 CNEL (ft)	Centerline to 60 CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane
Bake Pkwy. between Portola Pkwy. and SR-241	16,000	67	126	263	67.9
Bake Pkwy. between SR-241 and Commercentre	26,000	86	171	362	70.0
Bake Pkwy. between Commercentre and Trabuco	31,000	94	191	406	70.7
Bake Pkwy. between Trabuco and Toledo	48,000	122	254	543	72.6
Bake Pkwy. between Toledo and Jeronimo	52,000	128	268	573	73.0
Alton Pkwy. between Portola Pkwy. and SR-241	21,000	72	147	314	69.8
Alton Pkwy. between SR-241 and Commercentre	31,000	91	190	406	71.4
Alton Pkwy. between Commercentre and Trabuco	33,000	94	198	423	71.7
Lake Forest between Portola Pkwy. and SR-241	12,000	< 50	106	218	66.6
Lake Forest between SR-241 and Rancho Pkwy.	19,000	73	140	294	68.6
Lake Forest between Rancho Pkwy. and Trabuco	21,000	76	149	314	69.0
Lake Forest between Trabuco and Toledo	26,000	86	171	362	70.0
Lake Forest between Toledo and Jeronimo	28,000	89	179	380	70.3
Lake Forest between Jeronimo and Muirlands	30,000	93	187	398	70.6
Lake Forest between Muirlands and Rockfield	36,000	103	211	449	71.4
Ridge Route between Trabuco and Toledo	7,000	< 50	72	151	65.4
Ridge Route between Toledo and Jeronimo	9,000	< 50	85	179	66.5
Ridge Route between Jeronimo and Muirlands	8,000	< 50	78	165	66.0
Portola Pkwy. west of Alton Pkwy.	7,000	< 50	85	158	63.7
Portola Pkwy. between Alton Pkwy. and Bake Pkwy.	15,000	72	125	254	67.0
Portola Pkwy. between Bake Pkwy. and Lake Forest	28,000	95	182	381	69.7
Portola Pkwy. between Lake Forest and Glenn Ranch	35,000	106	209	441	70.7
Portola Pkwy. between Glenn Ranch and SR-241	31,000	100	194	407	70.1
Portola Pkwy. between SR-241 and El Toro Rd.	35,500	107	211	445	70.7
Portola Pkwy. east of El Toro Rd.	36,000	108	213	449	70.8
Rancho Pkwy. west of Bake Pkwy.	5,000	< 50	< 50	101	63.9

Table D: Existing with Alton Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 CNEL (ft)	Centerline to 65 CNEL (ft)	Centerline to 60 CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane
Rancho Pkwy. between Bake Pkwy. and Lake Forest	8,000	< 50	64	138	65.9
Commercentre between Alton Pkwy. and Bake Pkwy.	6,000	< 50	53	114	64.7
Trabuco between Bake Pkwy. and Lake Forest	20,000	74	145	304	68.8
Trabuco between Lake Forest and El Toro Rd.	27,000	87	175	371	70.1
Trabuco east of El Toro Rd.	19,000	73	140	294	68.6
Toledo between Bake Pkwy. and Lake Forest	8,000	< 50	78	165	66.0
Jeronimo between Bake Pkwy. and Lake Forest	9,000	< 50	85	179	66.5
Muirlands between Bake Pkwy. and Lake Forest	12,000	< 50	104	217	66.9
SR-241 between Alton Parkway and Bake Parkway	49,000	189	401	860	75.6

Source: LSA Associates, Inc., April 2011.

Note: Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.

ADT = Average Daily Traffic

ft = feet

CNEL = community noise equivalent level

SR-241 = State Route 241

dBA = A-weighted decibels

Noise Element of the General Plan. Applicable policies and standards governing environmental noise in the City of Lake Forest are set forth in the Noise Element of the General Plan. The Noise Element was compiled under the mandate of Section 653021(g) of the California Government Code and guidelines prepared by the California Department of Health Services (DHS). The Noise Element quantifies the community noise environment in terms of noise exposure contours for both near- and long-term levels of growth and traffic activity.

Table E lists State compatibility guidelines for various land uses. For example, a residential use is acceptable in areas with up to 60 dBA CNEL. Residential uses in a 60-70 dBA CNEL zone would be appropriate only with certain mitigation. For commercial or business office buildings, noise levels up to 70 dBA CNEL are conditionally acceptable with noise insulation. In areas with noise levels from 70 to 75 dBA CNEL, construction of commercial/business office buildings would require acoustic analysis to determine the insulation needed.

Table F presents the City of Lake Forest's interior and exterior noise standards for assessing the compatibility of land uses with the noise environment. This matrix may be used to determine whether a certain type of land use is appropriate in a particular CNEL zone. The City requires that all outdoor living areas associated with new residential uses be attenuated to less than 65 dBA CNEL. All new residential units and noise-sensitive land uses shall have an interior noise level in living areas no greater than 45 dBA CNEL.

Table E: Noise/Land Use Compatibility Matrix

Land Use Category	50 dBA	55 dBA	60 dBA	65 dBA	70 dBA	75 dBA	80 dBA
Residential – Single-Family, Multifamily, Duplex	A	A	B	B	C	C	D
Residential – Mobile Homes	A	A	A	B	C	C	D
Transient Lodging – Motels, Hotels	A	A	A	B	B	C	D
Schools, Libraries, Churches, Hospitals, Nursing/Convalescent Homes, Preschools, Day Care Centers	A	A	A	B	C	C	D
Auditoriums, Concert Halls, Amphitheaters, Meeting Halls	B	B	B	C	D	D	D
Sports Areas, Outdoor Spectator Sports, Amusement Parks	A	A	A	A	B	B	D
Playgrounds, Neighborhood Parks	A	A	A	A	B	C	D
Golf Courses, Riding Stables, Cemeteries	A	A	A	A	A	B	C
Office and Professional Buildings	A	A	A	A	B	B	C
Commercial Retail, Banks, Restaurants, Theaters	A	A	A	A	A	B	B
Industrial, Manufacturing, Utilities, Wholesale, Service Stations	A	A	A	A	A	B	B
Agriculture	A	A	A	A	A	A	A

Source: City of Lake Forest General Plan, Safety and Noise Element, June 21, 1994.

KEY:

Zone A. Normally Acceptable—Specified land use is satisfactory, based on the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Zone B. Conditionally Acceptable—New construction or development should be undertaken only after detailed analysis of noise reduction requirement is made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air-conditioning, will normally suffice.

Zone C. Normally Unacceptable—New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

Zone D. Clearly Unacceptable—New construction should generally not be undertaken.

dBA = A-weighted decibels

Table F: Interior and Exterior Noise Standards

Land Use	Noise Standards	
	Interior ¹	Exterior
Residential: Single-Family, Multifamily, Duplex, Mobile Home	45 dBA CNEL	65 dBA CNEL ²
Residential: Transient Lodging, Hotels, Motels, Nursing Homes, Hospitals	45 dBA CNEL	65 dBA CNEL
Private Offices, Church Sanctuaries, Libraries, Board Rooms, Conference Rooms, Theaters, Auditoriums, Concert Halls, Meeting Halls, etc.	45 dBA L _{eq} (12) ³	—
Schools	45 dBA L _{eq} (12)	67 dBA L _{eq} (12) ⁴
General Offices, Reception, Clerical, etc.	50 dBA L _{eq} (12)	—
Bank Lobby, Retail Store, Restaurant, Typing Pool, etc.	55 dBA L _{eq} (12)	—
Manufacturing, Kitchen, Warehousing, etc.	65 dBA L _{eq} (12)	—
Park, Playgrounds	—	65 dBA CNEL
Golf Courses, Outdoor Spectator Sports, Amusement Parks	—	70 dBA CNEL

Source: City of Lake Forest, July 11, 1995.

¹ Noise standard with windows closed. Mechanical ventilation shall be provided per Uniform Building Code requirements to provide a habitable environment. Indoor environment excludes bathrooms, toilets, closets, and corridors.

² Outdoor environment limited to rear yard of single-family homes, multifamily patios and balconies (with a depth of 6 feet or more), and common recreation areas.

³ Religious institutions (churches, temples, and other places of worship) of a small size (occupancy of 100 persons or less) may occupy existing buildings within areas of exterior noise levels, ranging from 65 to 75 dBA CNEL without providing additional noise insulation for the building.

⁴ Outdoor environment limited to playground areas, picnic areas, and other areas of frequent human use.

CNEL = Community Noise Equivalent Level

dBA = A-weighted decibels

L_{eq}(12) = the A-weighted equivalent sound level averaged over a 12-hour period (usually the hours of operation).

The City also enforces building sound transmission loss and indoor fresh-air ventilation requirements specified in Chapter 35 of the Uniform Building Code.

Noise Control Ordinance. The City's Municipal Code, Chapter 11.16, Noise Control, specifies that noise resulting from construction activities are generally exempted from provisions of the Noise Ordinance except for the periods of time between 8:00 p.m. and 7:00 a.m. the following day from Monday through Saturday, and on Sundays and federal holidays. Construction noise during the allowed construction time periods is exempt from the noise level provisions in the Noise Control Ordinance.

The Noise Control Ordinance identifies that maximum permissible exterior ambient noise level for residential uses shall be no greater than 55 dBA between 7:00 a.m. and 10:00 p.m. and no greater than 50 dBA between 10:00 p.m. and 7:00 a.m. Maximum permissible interior ambient noise level for residential uses shall be no greater than 55 dBA between 7:00 a.m. and 10:00 p.m. and no greater than 45 dBA between 10:00 p.m. and 7:00 a.m.

The permitted exterior ambient noise level shall not be exceeded for more than 30 minutes in any hour. The exterior ambient noise level plus 5 dBA shall not be exceeded for a cumulative period of

more than 15 minutes in any hour; or the exterior ambient noise level plus 10 dBA shall not be exceeded for a cumulative period of more than 5 minutes in any hour; or the exterior ambient noise level plus 15 dBA shall not be exceeded for more than 1 minute in any hour; or the exterior ambient noise level plus 20 dBA shall not be exceeded for any period of time (i.e., 75 and 70 dBA L_{\max} during daytime and nighttime, respectively). If the ambient noise level exceeds any of the first four noise limit categories above, the cumulative period applicable to such category shall be increased to reflect such ambient noise level. If the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.

The permitted interior ambient noise level shall not be exceeded for more than five minutes in any hour; or the interior ambient noise level plus 5 dBA shall not be exceeded for a cumulative period of more than one minute in any hour; or the interior ambient noise level plus 10 dBA shall not be exceeded for any period of time (i.e., 65 and 55 dBA L_{\max} during daytime and nighttime, respectively). If the ambient noise level exceeds either of the first two noise limit categories above, the cumulative period applicable to such category shall be increased to reflect such ambient noise level. If the ambient noise level exceeds the third noise limit category, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.

2.4 Thresholds of Significance

Traffic Noise. A proposed project would normally have a significant off-site traffic noise impact if both of the following criteria are met:

- Long-term project traffic will cause a noise level increase of 3 dBA or more on a roadway segment adjacent to a noise-sensitive land use. Noise-sensitive land uses include the following: residential (single-family, multifamily, duplex, mobile home); transient lodging (e.g., hotels, motels); nursing homes; hospitals; parks, playgrounds, and recreation areas; and schools.
- The resulting “future with project” noise level exceeds the noise standard for sensitive land uses as identified in the City of Lake Forest General Plan (refer to Table F above, Interior and Exterior Noise Standards).

Stationary Noise. The Noise Ordinance for the City of Lake Forest set limits on the level and duration of time a stationary noise source may impact a residential area. The determination that a project has the potential to exceed the City’s established noise limits is typically based on a noise technical report prepared by a qualified acoustical consultant. The project would normally have a significant noise impact if it would:

- Exceed the stationary-source noise criteria for the City of Lake Forest as described in the City of Lake Forest Noise Ordinance.

3.0 IMPACTS AND MITIGATION MEASURES

3.1 Short-Term Construction-Related Impacts

Construction-related noise impacts from the proposed project would not be considered adverse; in addition, compliance with the City's construction hours requirement would reduce the impact to a less than significant level.

Short-term noise impacts would be associated with excavation, grading, and erecting of buildings on site during construction of the proposed project. Construction-related short-term noise levels would be higher than existing ambient noise levels in the project area today, but would no longer occur once construction of the project is completed.

Two types of short-term noise impacts could occur during the construction of the proposed project. First, construction crew commutes and the transport of construction equipment and materials to the site for the proposed project would incrementally increase noise levels on access roads leading to the site. Although there would be a relatively high single-event noise exposure potential causing intermittent noise nuisance (passing trucks at 50 ft would generate up to a maximum of 87 dBA), the effect on longer term (hourly or daily) ambient noise levels would be small. Therefore, short-term construction-related impacts associated with worker commute and equipment transport to the project site would be less than significant.

The second type of short-term noise impact is related to noise generated during excavation, grading, and building erection on the project site. Construction is completed in discrete steps, each of which has its own mix of equipment, and consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on the site, and therefore, the noise levels surrounding the site as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase. Table G lists typical construction equipment noise levels recommended for noise impact assessments, based on a distance of 50 ft between the equipment and a noise receptor.

Typical noise levels range up to 91 dBA L_{max} at 50 ft during the noisiest construction phases. The site preparation phase, which includes excavation and grading of the site, tends to generate the highest noise levels because the noisiest construction equipment is earthmoving equipment. Earthmoving equipment includes excavating machinery such as backfillers, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by three or four minutes at lower power settings.

Construction of the proposed project is expected to require the use of earthmovers, bulldozers, and water and pickup trucks. This equipment would be used on the project site. Based on the information in Table G, the maximum noise level generated by each scraper on the proposed project site is assumed to be 87 dBA L_{max} at 50 ft from the scraper. Each bulldozer would also generate 85 dBA L_{max} at 50 ft. The maximum noise level generated by water and pickup trucks is approximately 86 dBA L_{max} at 50 ft from these vehicles. Each doubling of the sound sources with equal strength increases the noise level by 3 dBA. Assuming that each piece of construction equipment operates at

Table G: Typical Construction Equipment Noise Levels

Type of Equipment	Range of Maximum Sound Levels Measured (dBA at 50 ft)	Suggested Maximum Sound Levels for Analysis (dBA at 50 ft)
Pile Drivers, 12,000 to 18,000 ft-lb/blow	81 to 96	93
Rock Drills	83 to 99	96
Jack Hammers	75 to 85	82
Pneumatic Tools	78 to 88	85
Pumps	74 to 84	80
Scrapers	83 to 91	87
Haul Trucks	83 to 94	88
Cranes	79 to 86	82
Portable Generators	71 to 87	80
Rollers	75 to 82	80
Dozers	77 to 90	85
Tractors	77 to 82	80
Front-End Loaders	77 to 90	86
Hydraulic Backhoe	81 to 90	86
Hydraulic Excavators	81 to 90	86
Graders	79 to 89	86
Air Compressors	76 to 89	86
Trucks	81 to 87	86

Source: Noise Control for Buildings and Manufacturing Plants, Bolt, Beranek & Newman, 1987.

dBA = A-weighted decibels

ft = feet

ft-lb/blow = foot-pound per blow

some distance from the other equipment, the worst-case combined noise level during this phase of construction would be 91 dBA L_{max} at a distance of 50 ft from the active construction area.

There are no existing residences immediately adjacent to the project site. However, based on the project's proposed phasing, residences in the first few phases (Phases 1A and 1B) may be exposed to noise from building construction in later phases (Phases 2 and 3A). Because Phase 3B is separated from the other phases by Alton Parkway, noise associated with construction activity in Phase 3B is not expected to adversely affect residences in earlier phases (Phases, 1A, 1B, 2, and 3A). The project will be required to comply with the construction hours specified in the City's Noise Ordinance, which states that construction activities are generally prohibited between 8:00 p.m. and 7:00 a.m. the following day from Monday through Saturday, and no construction is permitted on Sundays and federal holidays. As construction would not occur except during the times permitted in the Noise Ordinance, and as Section 11.16.020 of the Municipal Code allows construction noise in excess of standards to occur between these hours, the project would not violate established standards and would be less than significant.

During construction, it is estimated that the project would transport approximately two million cubic yards of excavated dirt from one area of the project site to another area on the different side of the future Alton Parkway. Approximately 3 years from the start of grading of Phase 1, it is anticipated the

Alton crossing will take place and it is planned to take approximately 3 months. The dirt transport across Alton Parkway would be accomplished by either a temporary bridge or bridges or temporary road closure. Since there would be no noise-sensitive uses directly along the dirt transport corridor (within Phases 3A and 3B) during the time periods when dirt is being transported across Alton Parkway, none of the thresholds of significance would be exceeded in connection with the dirt transport. In addition, the dirt transport would be done within the project area and would not affect roadway segments in the project vicinity except for possible temporary closure of Alton Parkway.

3.2 Long-Term Traffic Noise Impacts

Project-related long-term vehicular trip increases are anticipated to be small when distributed to adjacent street segments. The proposed on-site residential uses would be directly adjacent to the future Alton Parkway and would be potentially exposed to traffic noise levels exceeding the exterior noise standard of 65 dBA CNEL, and/or would potentially exceed the interior noise standard of 45 dBA CNEL from exterior noise sources. Mitigation measures may be required.

The FHWA highway traffic noise prediction model (FHWA RD-77-108) was used to evaluate highway traffic-related noise conditions along the roadway segments in the project vicinity. Because Alton Parkway is currently under construction and is expected to be in operation when the proposed project is constructed and implemented, for purposes of this analysis the “Existing with Alton” with Project conditions were analyzed; 2015 without and with Project, and 2030 without and with Project traffic volumes in the project’s traffic study (Austin-Foust Associates, Inc., April 2011) were used to assess the existing with Project and future traffic noise impacts. A typical vehicle mix for Southern California was used.

Table H provides the traffic noise levels along the roadways adjacent to the project site under the Existing with Alton with Project traffic conditions. Tables I and J provide the traffic noise levels along the roadways adjacent to the project site under the 2015 without and with Project traffic conditions. Tables K and L provide the traffic noise levels along the roadways adjacent to the project site under the 2030 without and with Project traffic conditions. These noise levels represent the worst-case scenario, which assumes that no shielding is provided between the traffic and the location where the noise contours are drawn. The specific assumptions used in developing these noise levels and model printouts are provided in Appendix A.

Off-site Traffic Noise Impacts. A doubling of the traffic volume is needed for a 3 dB increase in traffic noise. Tables H, J, and L show the traffic noise levels for the with project scenario for the Existing with Alton Parkway, 2015, and 2030 conditions, respectively. Project-related traffic noise level increase would be 0.9 dBA or less for the Existing with Alton Parkway condition. For future years (2015 and 2030), project-related traffic noise level increase would be 0.7 dBA or less for most roadway segments in the project vicinity, except along Rancho Parkway west of Bake Parkway, where there are commercial and office uses along both sides of the road. Project-related traffic noise level increase along this segment of Rancho Parkway would be 2 to 3 dBA. Because there are no noise-sensitive land uses in the project vicinity that would be exposed to traffic noise levels exceeding the City’s noise standards, as shown in Table E, no significant off-site traffic noise impacts would occur.

Table H: Existing with Alton and Project Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 CNEL (ft)	Centerline to 65 CNEL (ft)	Centerline to 60 CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase CNEL (dBA) 50 ft from Centerline of Outermost Lane
Bake Pkwy. between Portola Pkwy. and SR-241	15,000	65	121	252	67.6	-0.3
Bake Pkwy. between SR-241 and Commercentre	25,000	84	167	353	69.8	-0.2
Bake Pkwy. between Commercentre and Trabuco	31,000	94	191	406	70.7	0.0
Bake Pkwy. between Trabuco and Toledo	51,000	127	264	565	72.9	0.3
Bake Pkwy. between Toledo and Jeronimo	6,000	< 50	72	140	63.6	-9.4
Alton Pkwy. between Portola Pkwy. and SR-241	26,000	81	169	361	70.7	0.9
Alton Pkwy. between SR-241 and Commercentre	36,500	100	211	453	72.2	0.8
Alton Pkwy. between Commercentre and Trabuco	41,000	108	228	489	72.7	1.0
Lake Forest between Portola Pkwy. and SR-241	11,000	< 50	101	206	66.2	-0.4
Lake Forest between SR-241 and Rancho Pkwy.	17,000	69	131	274	68.1	-0.5
Lake Forest between Rancho Pkwy. and Trabuco	20,500	75	147	309	68.9	-0.1
Lake Forest between Trabuco and Toledo	26,000	86	171	362	70.0	0.0
Lake Forest between Toledo and Jeromino	28,000	89	179	380	70.3	0.0
Lake Forest between Jeronimo and Muirlands	30,000	93	187	398	70.6	0.0
Lake Forest between Muirlands and Rockfield	36,000	103	211	449	71.4	0.0
Ridge Route between Trabuco and Toledo	7,000	< 50	72	151	65.4	0.0
Ridge Route between Toledo and Jeronimo	9,000	< 50	85	179	66.5	0.0
Ridge Route between Jeronimo and Muirlands	8,000	< 50	78	165	66.0	0.0
Portola Pkwy. west of Alton Pkwy.	7,000	< 50	85	158	63.7	0.0
Portola Pkwy. between Alton Pkwy. and Bake Pkwy.	16,000	74	130	265	67.3	0.3
Portola Pkwy. between Bake Pkwy. and Lake Forest	26,000	91	174	363	69.4	-0.3
Portola Pkwy. between Lake Forest and Glenn Ranch	33,000	103	202	424	70.4	-0.3
Portola Pkwy. between Glenn Ranch and SR-241	28,000	95	182	381	69.7	-0.4
Portola Pkwy. between SR-241 and El Toro Rd.	35,000	106	209	441	70.7	0.0
Portola Pkwy. east of El Toro Rd.	35,000	106	209	441	70.7	-0.1
Rancho Pkwy. west of Bake Pkwy.	5,000	< 50	< 50	101	63.9	0.0
Rancho Pkwy. between Bake Pkwy. and Lake Forest	9,000	< 50	70	149	66.4	0.5
Commercentre between Alton Pkwy. and Bake Pkwy.	6,000	< 50	53	114	64.7	0.0
Trabuco between Bake Pkwy. and Lake Forest	20,000	74	145	304	68.8	0.0
Trabuco between Lake Forest and El Toro Rd.	27,000	87	175	371	70.1	0.0
Trabuco east of El Toro Rd.	18,000	71	136	284	68.4	-0.2
Toledo between Bake Pkwy. and Lake Forest	8,000	< 50	78	165	66.0	0.0
Jeronimo between Bake Pkwy. and Lake Forest	9,000	< 50	85	179	66.5	0.0
Muirlands between Bake Pkwy. and Lake Forest	13,000	< 50	110	229	67.3	0.4
SR-241 between Alton Parkway and Bake Parkway	51,000	194	411	883	75.8	0.2

Source: LSA Associates, Inc., April 2011.

Note: Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.

ADT = Average Daily Traffic

ft = feet

CNEL = community noise equivalent level

SR-241 = State Route 241

dBA = A-weighted decibels

Table I: 2015 Without Project Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 CNEL (ft)	Centerline to 65 CNEL (ft)	Centerline to 60 CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane
Bake Pkwy. between Portola Pkwy. and SR-241	19,000	73	140	294	68.6
Bake Pkwy. between SR-241 and Commercentre	30,000	93	187	398	70.6
Bake Pkwy. between Commercentre and Trabuco	35,000	101	207	440	71.3
Bake Pkwy. between Trabuco and Toledo	49,000	124	258	551	72.7
Bake Pkwy. between Toledo and Jeronimo	49,000	124	258	551	72.7
Alton Pkwy. between Portola Pkwy. and SR-241	21,000	76	149	314	69.0
Alton Pkwy. between SR-241 and Commercentre	27,000	87	175	371	70.1
Alton Pkwy. between Commercentre and Trabuco	38,000	106	218	465	71.6
Lake Forest between Portola Pkwy. and SR-241	15,000	65	121	252	67.6
Lake Forest between SR-241 and Rancho Pkwy.	24,000	82	163	343	69.6
Lake Forest between Rancho Pkwy. and Trabuco	31,000	94	191	406	70.7
Lake Forest between Trabuco and Toledo	38,000	106	218	465	71.6
Lake Forest between Toledo and Jeronimo	34,000	100	203	432	71.1
Lake Forest between Jeronimo and Muirlands	35,000	101	207	440	71.3
Lake Forest between Muirlands and Rockfield	40,000	110	226	481	71.8
Ridge Route between Trabuco and Toledo	7,000	< 50	72	151	65.4
Ridge Route between Toledo and Jeronimo	7,000	< 50	72	151	65.4
Ridge Route between Jeronimo and Muirlands	9,000	< 50	85	179	66.5
Portola Pkwy. west of Alton Pkwy.	5,000	< 50	73	129	62.2
Portola Pkwy. between Alton Pkwy. and Bake Pkwy.	18,000	77	139	286	67.8
Portola Pkwy. between Bake Pkwy. and Lake Forest	30,000	98	190	399	70.0
Portola Pkwy. between Lake Forest and Glenn Ranch	44,000	120	242	513	71.7
Portola Pkwy. between Glenn Ranch and SR-241	32,000	101	198	416	70.3
Portola Pkwy. between SR-241 and El Toro Rd.	39,000	112	224	474	71.1
Portola Pkwy. east of El Toro Rd.	40,000	114	228	482	71.2
Rancho Pkwy. west of Bake Pkwy.	5,000	< 50	< 50	101	63.9
Rancho Pkwy. between Bake Pkwy. and Lake Forest	12,000	< 50	84	181	67.7

Table I: 2015 Without Project Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 CNEL (ft)	Centerline to 65 CNEL (ft)	Centerline to 60 CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane
Commercentre between Alton Pkwy. and Bake Pkwy.	9,000	< 50	70	149	66.4
Trabuco between Bake Pkwy. and Lake Forest	24,000	82	163	343	69.6
Trabuco between Lake Forest and El Toro Rd.	32,000	96	195	415	70.9
Trabuco east of El Toro Rd.	23,000	80	158	334	69.4
Toledo between Bake Pkwy. and Lake Forest	5,000	< 50	59	122	64.0
Jeronimo between Bake Pkwy. and Lake Forest	11,000	< 50	96	204	67.4
Muirlands between Bake Pkwy. and Lake Forest	16,000	64	125	262	68.2
SR-241 between Alton Parkway and Bake Parkway	60,000	215	458	984	76.5

Source: LSA Associates, Inc., April 2011.

Note: Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.

ADT = Average Daily Traffic

ft = feet

CNEL = community noise equivalent level

SR-241 = State Route 241

dBA = A-weighted decibels

Table J: 2015 With Project Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 CNEL (ft)	Centerline to 65 CNEL (ft)	Centerline to 60 CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase CNEL (dBA) 50 ft from Centerline of Outermost Lane
Bake Pkwy. between Portola Pkwy. and SR-241	18,000	71	136	284	68.4	-0.2
Bake Pkwy. between SR-241 and Commercentre	28,000	89	179	380	70.3	-0.3
Bake Pkwy. between Commercentre and Trabuco	36,000	103	211	449	71.4	0.1
Bake Pkwy. between Trabuco and Toledo	50,000	125	261	558	72.8	0.1
Bake Pkwy. between Toledo and Jeronimo	51,000	127	264	565	72.9	0.2
Alton Pkwy. between Portola Pkwy. and SR-241	23,000	80	158	334	69.4	0.4
Alton Pkwy. between SR-241 and Commercentre	31,500	95	193	411	70.8	0.7
Alton Pkwy. between Commercentre and Trabuco	44,000	116	240	513	72.2	0.6
Lake Forest between Portola Pkwy. and SR-241	16,000	67	126	263	67.9	0.3
Lake Forest between SR-241 and Rancho Pkwy.	23,000	80	158	334	69.4	-0.2
Lake Forest between Rancho Pkwy. and Trabuco	31,000	94	191	406	70.7	0.0
Lake Forest between Trabuco and Toledo	38,000	106	218	465	71.6	0.0
Lake Forest between Toledo and Jeronimo	35,000	101	207	440	71.3	0.2
Lake Forest between Jeronimo and Muirlands	35,000	101	207	440	71.3	0.0
Lake Forest between Muirlands and Rockfield	41,000	111	229	489	71.9	0.1
Ridge Route between Trabuco and Toledo	7,000	< 50	72	151	65.4	0.0
Ridge Route between Toledo and Jeronimo	7,000	< 50	72	151	65.4	0.0
Ridge Route between Jeronimo and Muirlands	9,000	< 50	85	179	66.5	0.0
Portola Pkwy. west of Alton Pkwy.	5,000	< 50	73	129	62.2	0.0
Portola Pkwy. between Alton Pkwy. and Bake Pkwy.	19,000	79	144	296	68.0	0.2
Portola Pkwy. between Bake Pkwy. and Lake Forest	29,000	96	186	390	69.8	-0.2
Portola Pkwy. between Lake Forest and Glenn Ranch	43,000	119	238	505	71.6	-0.1
Portola Pkwy. between Glenn Ranch and SR-241	31,000	100	194	407	70.1	-0.2
Portola Pkwy. between SR-241 and El Toro Rd.	38,500	112	222	470	71.1	0.0
Portola Pkwy. east of El Toro Rd.	40,000	114	228	482	71.2	0.0
Rancho Pkwy. west of Bake Pkwy.	8,000	< 50	64	138	65.9	2.0
Rancho Pkwy. between Bake Pkwy. and Lake Forest	13,000	< 50	89	191	68.0	0.3
Commercentre between Alton Pkwy. and Bake Pkwy.	7,000	< 50	59	126	65.3	-1.1
Trabuco between Bake Pkwy. and Lake Forest	23,000	80	158	334	69.4	-0.2
Trabuco between Lake Forest and El Toro Rd.	32,000	96	195	415	70.9	0.0
Trabuco east of El Toro Rd.	23,000	80	158	334	69.4	0.0
Toledo between Bake Pkwy. and Lake Forest	5,000	< 50	59	122	64.0	0.0
Jeronimo between Bake Pkwy. and Lake Forest	11,000	< 50	96	204	67.4	0.0
Muirlands between Bake Pkwy. and Lake Forest	16,000	64	125	262	68.2	0.0
SR-241 between Alton Parkway and Bake Parkway	60,000	215	458	984	76.5	0.0

Source: LSA Associates, Inc., April 2011.

Note: Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.

ADT = Average Daily Traffic

ft = feet

CNEL = community noise equivalent level

SR-241 = State Route 241

dBA = A-weighted decibels

Table K: 2030 Without Project Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 CNEL (ft)	Centerline to 65 CNEL (ft)	Centerline to 60 CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane
Bake Pkwy. between Portola Pkwy. and SR-241	20,000	74	145	304	68.8
Bake Pkwy. between SR-241 and Commercentre	35,000	101	207	440	71.3
Bake Pkwy. between Commercentre and Trabuco	37,000	105	215	457	71.5
Bake Pkwy. between Trabuco and Toledo	51,000	127	264	565	72.9
Bake Pkwy. between Toledo and Jeronimo	53,000	130	271	580	73.1
Alton Pkwy. between Portola Pkwy. and SR-241	27,000	87	175	371	70.1
Alton Pkwy. between SR-241 and Commercentre	38,000	106	218	465	71.6
Alton Pkwy. between Commercentre and Trabuco	49,000	124	258	551	72.7
Lake Forest between Portola Pkwy. and SR-241	18,000	71	136	284	68.4
Lake Forest between SR-241 and Rancho Pkwy.	29,000	91	183	389	70.4
Lake Forest between Rancho Pkwy. and Trabuco	35,500	102	209	445	71.3
Lake Forest between Trabuco and Toledo	40,000	110	226	481	71.8
Lake Forest between Toledo and Jeronimo	38,000	106	218	465	71.6
Lake Forest between Jeronimo and Muirlands	40,000	110	226	481	71.8
Lake Forest between Muirlands and Rockfield	47,000	121	251	536	72.5
Ridge Route between Trabuco and Toledo	9,000	< 50	85	179	66.5
Ridge Route between Toledo and Jeronimo	7,000	< 50	72	151	65.4
Ridge Route between Jeronimo and Muirlands	9,000	< 50	85	179	66.5
Portola Pkwy. west of Alton Pkwy.	5,000	< 50	73	129	62.2
Portola Pkwy. between Alton Pkwy. and Bake Pkwy.	22,000	84	157	325	68.6
Portola Pkwy. between Bake Pkwy. and Lake Forest	33,000	103	202	424	70.4
Portola Pkwy. between Lake Forest and Glenn Ranch	51,000	131	266	566	72.3
Portola Pkwy. between Glenn Ranch and SR-241	37,000	109	217	458	70.9
Portola Pkwy. between SR-241 and El Toro Rd.	49,000	128	259	551	72.1
Portola Pkwy. east of El Toro Rd.	48,000	126	256	543	72.0
Rancho Pkwy. west of Bake Pkwy.	5,000	< 50	< 50	101	63.9
Rancho Pkwy. between Bake Pkwy. and Lake Forest	18,000	51	110	237	69.4

Table K: 2030 Without Project Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 CNEL (ft)	Centerline to 65 CNEL (ft)	Centerline to 60 CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane
Commercentre between Alton Pkwy. and Bake Pkwy.	10,000	< 50	75	160	66.9
Trabuco between Bake Pkwy. and Lake Forest	28,000	89	179	380	70.3
Trabuco between Lake Forest and El Toro Rd.	38,000	106	218	465	71.6
Trabuco east of El Toro Rd.	26,000	86	171	362	70.0
Toledo between Bake Pkwy. and Lake Forest	6,000	< 50	66	137	64.7
Jeronimo between Bake Pkwy. and Lake Forest	12,000	< 50	102	216	67.8
Muirlands between Bake Pkwy. and Lake Forest	20,000	72	144	304	69.2
SR-241 between Alton Parkway and Bake Parkway	107,000	314	672	1,447	79.0

Source: LSA Associates, Inc., April 2011.

Note: Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.

ADT = average daily traffic

ft = feet

CNEL = community noise equivalent level

SR-241 = State Route 241

dBA = A-weighted decibels

Table L: 2030 With Project Traffic Noise Levels

Roadway Segment	ADT	Centerline to 70 CNEL (ft)	Centerline to 65 CNEL (ft)	Centerline to 60 CNEL (ft)	CNEL (dBA) 50 ft from Centerline of Outermost Lane	Increase CNEL (dBA) 50 ft from Centerline of Outermost Lane
Bake Pkwy. between Portola Pkwy. and SR-241	20,000	74	145	304	68.8	0.0
Bake Pkwy. between SR-241 and Commercentre	33,000	98	199	424	71.0	-0.3
Bake Pkwy. between Commercentre and Trabuco	38,000	106	218	465	71.6	0.1
Bake Pkwy. between Trabuco and Toledo	53,000	130	271	580	73.1	0.2
Bake Pkwy. between Toledo and Jeronimo	54,000	131	274	587	73.1	0.0
Alton Pkwy. between Portola Pkwy. and SR-241	28,000	89	179	380	70.3	0.2
Alton Pkwy. between SR-241 and Commercentre	42,000	113	233	497	72.0	0.4
Alton Pkwy. between Commercentre and Trabuco	54,000	131	274	587	73.1	0.4
Lake Forest between Portola Pkwy. and SR-241	18,000	71	136	284	68.4	0.0
Lake Forest between SR-241 and Rancho Pkwy.	28,000	89	179	380	70.3	-0.1
Lake Forest between Rancho Pkwy. and Trabuco	35,500	102	209	445	71.3	0.0
Lake Forest between Trabuco and Toledo	41,000	111	229	489	71.9	0.1
Lake Forest between Toledo and Jeromino	39,000	108	222	473	71.7	0.1
Lake Forest between Jeronimo and Muirlands	40,000	110	226	481	71.8	0.0
Lake Forest between Muirlands and Rockfield	47,000	121	251	536	72.5	0.0
Ridge Route between Trabuco and Toledo	9,000	< 50	85	179	66.5	0.0
Ridge Route between Toledo and Jeronimo	7,000	< 50	72	151	65.4	0.0
Ridge Route between Jeronimo and Muirlands	9,000	< 50	85	179	66.5	0.0
Portola Pkwy. west of Alton Pkwy.	5,000	< 50	73	129	62.2	0.0
Portola Pkwy. between Alton Pkwy. and Bake Pkwy.	22,000	84	157	325	68.6	0.0
Portola Pkwy. between Bake Pkwy. and Lake Forest	32,000	101	198	416	70.3	-0.1
Portola Pkwy. between Lake Forest and Glenn Ranch	50,000	129	263	558	72.2	-0.1
Portola Pkwy. between Glenn Ranch and SR-241	35,000	106	209	441	70.7	-0.2
Portola Pkwy. between SR-241 and El Toro Rd.	47,500	125	254	540	72.0	-0.1
Portola Pkwy. east of El Toro Rd.	48,000	126	256	543	72.0	0.0
Rancho Pkwy. west of Bake Pkwy.	10,000	< 50	75	160	66.9	3.0
Rancho Pkwy. between Bake Pkwy. and Lake Forest	20,000	55	118	254	69.9	0.5
Commercentre between Alton Pkwy. and Bake Pkwy.	8,000	< 50	64	138	65.9	-1.0
Trabuco between Bake Pkwy. and Lake Forest	28,000	89	179	380	70.3	0.0
Trabuco between Lake Forest and El Toro Rd.	38,000	106	218	465	71.6	0.0
Trabuco east of El Toro Rd.	26,000	86	171	362	70.0	0.0
Toledo between Bake Pkwy. and Lake Forest	6,000	< 50	66	137	64.7	0.0
Jeronimo between Bake Pkwy. and Lake Forest	12,000	< 50	102	216	67.8	0.0
Muirlands between Bake Pkwy. and Lake Forest	20,000	72	144	304	69.2	0.0
SR-241 between Alton Parkway and Bake Parkway	106,000	312	668	1,438	79.0	0.0

Source: LSA Associates, Inc., April 2011.

Note: Traffic noise within 50 ft of the roadway centerline should be evaluated with site-specific information.

ADT = average daily traffic

ft = feet

CNEL = community noise equivalent level

SR-241 = State Route 241

dBA = A-weighted decibels

On-site Traffic Noise Impacts. Table L shows that several roadway segments that would be directly adjacent to the project site would have the 65 dBA CNEL noise contour extending to beyond the roadway right-of-way. Therefore, outdoor living areas associated with the proposed residential uses would be within the 65 dBA CNEL noise impact zone from these roadway segments in the project area:

- Alton Parkway, within 233 ft of the roadway centerline;
- Bake Parkway, within 199 ft of the roadway centerline;
- Rancho Parkway, with 75 ft of the roadway centerline;
- Commercentre Drive, within 64 ft of the roadway centerline; and
- SR-241, within 668 ft of the centerline.

Based on the preliminary site plans for Tentative Tract Map No. 16466, there are variations in the elevation for the proposed on-site residential uses and major roadways (Alton Parkway, Bake Parkway, and SR-241) surrounding the project site. The elevation difference between the roads and the proposed on-site residential units would provide noise shielding from the embankment of the higher side. The following summarizes the elevation difference between these major roadways and the residential units in different phases and potential noise attenuation from the elevation difference:

- **Phase 1A, Planning Area C:** The lots along Bake Parkway are generally 18 to 20 ft above the road (8 dBA);
- **Phase 1A, Planning Area D:** The lots along Bake Parkway are generally 17 to 20 ft above the road (8 dBA);
- **Phase 1A, Planning Area F:** The lots along future Alton Parkway are generally 30 to 47 ft above the road (12 dBA or more);
- **Phase 1A, Planning Area B:** The lots along Rancho Parkway vary from 20 ft above the road at the west end (8 dBA) to 3 ft above the road at the east end (2 dBA);
- **Phase 1B, Planning Area A (North):** The lots along Alton Parkway vary from 15 to 20 ft above the road (8 dBA); the lots along Rancho Parkway vary from 5 ft above the road at the west end (4 dBA) to 20 ft below the road (8 dBA) and then become 11 to 13 ft below the road (6 dBA); the lots along SR-241 vary from 18 ft below the toll road (8 dBA) to 8 ft below (4 dBA) then become level (0 dBA) with the toll road for the last 1/3 at the southeast;
- **Phase 2, Planning Area A (South):** The lots along Alton Parkway vary from 35 ft above the road at the south end (12 dBA or more) to 11 ft above the road at the north end (6 dBA);
- **Phase 3A, Planning Area L:** The lots along Alton Parkway vary from 40 ft above the road in the south half (12 dBA or more) and 46 to 48 ft above the road in the north half (12 dBA or more);
- **Phase 3A, Planning Area E:** All lots are away from the major roadways;
- **Phase 3B, Planning Area G:** All lots are away from the major roads;
- **Phase 3B, Planning Area H:** The lots along future Alton Parkway vary from 7 ft to 10 ft above the road in the south half (4 dBA) to 6 to 0 ft above the road in the north half (4 to 0 dBA);

- **Phase 3B, Planning I:** The lots along Alton Parkway vary from 6 ft (4 dBA) to 13 ft (6 dBA) below the road going from south to north; and
- **Phase 3B, Planning K:** The lots along future Alton Parkway vary from 4 ft (2 dBA) to 12 ft (6 dBA) above the road going from south to north.

Based on the project's preliminary site plan, there are multifamily dwelling units proposed along Alton Parkway that would be 105 ft (71.5 dBA CNEL without shielding from elevation difference) to 180 ft (66.7 dBA CNEL without shielding from elevation difference) from the roadway centerline, and there are single family residential lots that would be 135 ft (68.8 dBA CNEL without shielding from elevation difference) to 180 ft (66.7 dBA CNEL without shielding from elevation difference) from the roadway centerline.

Similarly, there are multifamily dwelling units proposed along Bake Parkway that would be 90 ft (70.5 dBA CNEL without shielding from elevation difference) to 105 ft (69.5 dBA CNEL without shielding from elevation difference) from the roadway centerline, and single-family residential lots that would be 90 ft (70.5 dBA CNEL without shielding from elevation difference) to 100 ft (69.9 dBA CNEL without shielding from elevation difference) from the roadway centerline.

These residential units would be potentially exposed to traffic noise exceeding the City's 65 dBA CNEL exterior noise standard for the outdoor living area without shielding provided by the elevation difference between the road and these residential units.

Similarly, there are 594 multifamily (apartments) DU that include 414 market-rate units and 180 affordable units and 25,000 sf of neighborhood retail use proposed on the northeast corner of Alton Parkway/Rancho Parkway intersection.

These multifamily/apartment units proposed adjacent to the SR-241 that would be within 668 ft of its centerline would also be potentially impacted by traffic noise exceeding the 65 dBA CNEL noise standard for outdoor living areas without shielding provided by the elevation difference between the toll road and these noise-sensitive uses. The shortest distance from these noise-sensitive land uses to the centerline of the toll road is approximately 200 ft, which would be exposed to 73 dBA CNEL traffic noise without the shielding from the elevation difference.

With the potential noise attenuation from elevation difference included, traffic noise would be reduced at the following on-site residential areas:

- **Phase 1A, Planning Area C:** The lots along Bake Parkway that are 18 to 20 ft above the road would be exposed to traffic noise levels reaching 62.5 dBA CNEL;
- **Phase 1A, Planning Area D:** The lots along Bake Parkway that are 17 to 20 ft above the road would be exposed to traffic noise levels reaching 62.5 dBA CNEL;
- **Phase 1A, Planning Area F:** The lots along future Alton Parkway that are 30 to 47 ft above the road would be exposed to traffic noise levels reaching 56.8 dBA CNEL;
- **Phase 1B, Planning Area A (North):** The lots along Alton Parkway that are 15 to 20 ft above the road would be exposed to traffic noise levels reaching 63.5 dBA CNEL; the lots along SR-241 that are 18 ft below the toll road would be exposed to traffic noise levels reaching 65 dBA

CNEL and those that are 8 ft below would be exposed to traffic noise levels reaching 69 dBA CNEL. Those that are at the same level with the toll road would be potentially exposed to traffic noise levels reaching 73 dBA CNEL at the southeast;

- **Phase 2, Planning Area A (South):** The lots along Alton Parkway that are 35 ft above the road would be exposed to traffic noise levels reaching 59.5 dBA CNEL and those that are 11 ft above the road would be exposed to traffic noise levels reaching 65.5 dBA CNEL;
- **Phase 3A, Planning Area L:** The lots along future Alton Parkway that are 40 ft above the road would be exposed to traffic noise reaching 56.8 dBA CNEL and those that are 46 to 48 ft above the road would be exposed to traffic noise levels reaching 56.8 dBA CNEL;
- **Phase 3B, Planning Area H:** The lots along future Alton Parkway that are 7 ft to 10 ft above the road would be exposed to traffic noise levels reaching 64.8 dBA CNEL and those that are at the same level as the road would be exposed to traffic noise reaching 68.8 dBA CNEL;
- **Phase 3B, Planning I:** The lots along Alton Parkway that are 6 ft below the road would be exposed to traffic noise reaching 64.8 dBA CNEL and those that are 13 ft below the road would be exposed to traffic noise reaching 62.8 dBA CNEL; and
- **Phase 3B, Planning K:** The lots along future Alton Parkway that are 4 ft above the road would be exposed to traffic noise levels reaching 66.8 dBA CNEL and those that are 12 ft above the road would be exposed to traffic noise levels reaching 62.8 dBA CNEL.

Based on the above analysis, the following mitigation measures are recommended for the residential units within the noise impact zones:

- **Alton Parkway, Planning Areas H and K:** 6 ft high sound barrier along the perimeter of backyard or patio, 5 ft high sound barrier along the perimeter of second-floor balcony;
- **Alton Parkway, Planning Area A (South):** 5 ft high sound barrier along the perimeter of backyard or patio, 5 ft high sound barrier along the perimeter of second-floor balcony; and
- **SR-241:** 10 ft high sound barrier along the property line along the SR-241 at the south/east end, decreasing to 6 ft high at the north/west end.

The proposed noise barriers must consist of materials with a minimum density of 3.5 pounds per square foot or combination of materials that meet this requirement. Such barrier materials include, but are not limited to, the following: ¾-inch (in) plywood, ¼ in tempered glass, ¼ in laminated glass, ¼ in Plexglas, or masonry.

Proposed residential units along Bake Parkway, Rancho Parkway and Commercentre Drive would be outside of the 65 dBA CNEL impact zone. Therefore, no mitigation measures, such as stand-alone sound barriers, are required for their outdoor living areas (backyard, patio, or balcony).

With the 24 dBA exterior-to-interior noise attenuation provided by the standard building shell in warm climate when windows are closed (Protective Noise Levels, Environmental Protection Agency [EPA] 550/9-79-100, November 1978), the proposed residential structures within the 69 dBA CNEL noise impact zone from these roadway segments in the project area would need additional building facade upgrades:

- **SR-241, Planning Area A (North):** Windows with Sound Transmission Class (STC)-28 or higher for ground floor units and windows with STC-32 or higher.

Proposed residential units along Alton Parkway, Bake Parkway, Rancho Parkway and Commercentre Drive would be outside of the 69 dBA CNEL impact zone. Therefore, no building facade upgrades, such as windows with STC ratings higher than standard building construction provides, are required for these interior noise sensitive rooms (bedrooms and living room).

Mechanical ventilation, such as air conditioning, would be required for noise-sensitive rooms that are exposed to traffic noise exceeding 57 dBA CNEL, due to only 12 dBA exterior-to-interior noise attenuation provided by standard building shell in warm climate when windows are open (Protective Noise Levels, EPA 550/9-79-100, November 1978). Residential units within the following areas without natural or manmade structures to shield the traffic noise would be exposed to traffic noise exceeding 57 dBA CNEL from these roadway segments in the project area:

- Alton Parkway, Planning Areas A, A (South), F, H, I, K, and L;
- Bake Parkway, Planning Areas C, D, and F;
- Rancho Parkway, Planning Areas A (North), A (South), B, and I; and
- Commercentre Drive, Planning Area F.

All neighborhood parks proposed on the project site are within residential neighborhoods and are away from major streets. Therefore, no significant traffic noise impacts would be expected to affect these parks.

3.3 Long-Term Stationary-Source Impacts

As noise spreads from a source it loses energy, so that the farther away the noise receiver is from the noise source, the lower the perceived noise level would be. Geometric spreading causes the sound level to attenuate or be reduced, resulting in a 6 dBA reduction in the noise level for each doubling of distance from a single point source of noise, such as an idling truck, to the noise-sensitive receptor of concern.

The proposed on-site residential uses would be potentially exposed to noise from truck delivery, loading/unloading activities, as well as other activities at the parking lot associated with existing office/commercial/warehouse uses to the north, east, and south of the project site. These activities are potential point sources of noise that could affect noise-sensitive receptors adjacent to the loading areas such as proposed residential uses on the project site. Mitigation measures may be required to comply with the City's noise standards.

The existing office/commercial/warehouse uses to the north, east, and south have loading/unloading areas located approximately 100 ft from the project boundary. Noise associated with loading/unloading activities at these commercial/warehouse uses would potentially affect on-site residences if they are located near the project boundary. Other off-site, noise-producing activities may include outdoor air-conditioning units, parking, traffic, and pedestrian activity within the parking lot of the commercial/warehousing uses. Most of the events are intermittent in nature and usually of a

very short duration, lasting a few seconds. The combination of the intermittent activities, even over the course of a day, does not amount to a significant amount of time.

Truck Delivery and Loading/Unloading. Delivery trucks (including Federal Express, United Parcel Service, and other trucks) and loading/unloading (including forklift) operations for the existing office/commercial/warehousing uses would result in maximum noise readings similar to loading and unloading activities for other projects, which generate a noise level of 75 dBA L_{\max} at 50 ft and are used in this analysis. Based on the above discussion, loading/unloading noise would be reduced by the 100 ft distance divergence to 69 dBA L_{\max} or lower at ground level of the nearest on-site location for residential uses. This range of maximum noise levels is lower than the exterior noise standards of 75 dBA L_{\max} during the day (7:00 a.m.–10:00 p.m.) but would exceed the 65 dBA L_{\max} standard during the night (10:00 p.m.–7:00 a.m.). Since there would not be nighttime activities at the adjacent office/commercial/warehouse uses, the nighttime maximum noise level standard is not expected to be violated.

Although typical truck unloading processes take an average of 15–20 minutes, this maximum noise level occurs in a much shorter period of time (i.e., just a few minutes). However, if the loading/unloading activities last for more than 5 minutes in any hour, the City's 65 dBA noise level exceeded 8 percent of the time (L_8) standard that is not to be exceeded for more than 5 minutes in any hour would be violated. Because the City's noise standard of 65 dBA that should not be exceeded for more than 5 minutes in any hour during the daytime hours would be potentially exceeded, mitigation measures, such as a sound barrier with a minimum height of 6 ft along the project boundary directly adjacent to the loading/unloading areas of the existing office/commercial/warehouse uses would be required.

Parking Lot Activity. Representative parking activities, such as employees conversing and doors slamming, would generate approximately 60 dBA L_{\max} at 50 ft. This level of noise is much lower than that of the truck delivery and loading/unloading activities. With the noise attenuation effect from the distance divergence, noise in the parking lot would be attenuated to below 54 dBA L_{\max} and is not anticipated to be a significant noise issue with respect to residences proposed on the project site.

Interior Noise Standard. The typical maximum allowable interior noise levels for residential uses are 45 dBA between 10:00 p.m. and 7:00 a.m. and 50 dBA between 7:00 a.m. and 10:00 p.m. Typical sound level reduction of buildings in a warm climate such as Southern California is 12 dBA with windows opened and 24 dBA with windows closed (Protective Noise Levels, EPA 550/9-79-100, November 1978). Interior noise levels at the residences nearest the office/commercial/warehousing uses, attributable to loading/unloading activities from the off-site loading areas, would be reduced to 57 dBA L_{\max} with windows open and to 45 dBA L_{\max} with windows closed. Standard building construction for residential structures would be sufficient to meet the interior noise standard when air conditioning, a form of mechanical ventilation, is provided to ensure that windows can remain closed for prolonged periods of time.

Heating, Ventilating, and Air-Conditioning Units. The proposed residential units would be equipped with heating, ventilating, and air-conditioning (HVAC) units. All residential HVAC units will be designed to meet the City's Municipal Code noise requirements.

Parks. The proposed neighborhood parks are designed for passive uses, including picnic and/or BBQ areas. No major noise-generating activities, such as competitive sports games, would occur at these neighborhood parks. Therefore, no significant stationary noise impacts would occur with the implementation of these parks.

3.4 Standard Conditions

The City of Lake Forest Opportunities Study Program EIR included several Standard Conditions for Noise, as listed below, that will be applicable to the proposed project as well:

- N1.** Prior to the issuance of a grading permit, the applicant shall produce written evidence, or other evidence deemed reasonably acceptable by the Director of Development Services, that all construction vehicles or equipment, fixed or mobile, operated within 1,000 feet of any residential dwelling unit shall be equipped with properly operating and maintained mufflers.
- N2.** Grading and construction activities shall be prohibited between the hours of 7:00 p.m. and 7:00 a.m., Monday through Friday; 6:00 p.m. and 8:00 a.m., Saturday; and at any time on Sunday or a federal holiday.
- N3.** Prior to the issuance of building permits for each structure or tenant improvement other than a parking structure, the applicant shall submit a final acoustical report prepared to the satisfaction of the Director of Development Services. The report shall show that the development will be sound attenuated against present and projected noise levels, including roadway and railroad, to meet City interior and exterior noise standards. In order to demonstrate that all mitigation measures have been incorporated into the project, the report shall be accompanied by a list identifying the sheet(s) of the building plans that include the approved mitigation measures.

3.5 Mitigation Measures

The City of Lake Forest Opportunities Study Program EIR included several mitigation measures for noise, as listed below, that will be applicable to the proposed project:

- NM 3.10-1.** A condition of approval shall be placed on all Site Development Permit and/or Use Permit approvals for site-specific developments, which states: Construction staging areas and operation of earth moving equipment on a project site shall be located more than 25 feet away from sensitive receptors (such as residences, schools, hospitals). If equipment will be operated within 25 feet of any sensitive receptor, the applicant shall prepare a construction plan which quantifies the anticipated vibration levels associated with the construction (in VdB) and the length of time the construction is to

occur, and documents efforts to minimize impacts associated with groundborne vibration.

NM 3.10-2. Prior to the issuance of a Site Development Permit and/or Use Permit for site-specific development within the Project Area, the City shall conduct a tiered site-specific analysis under CEQA to determine whether the individual project will expose sensitive receptors to either a substantial increase in ambient noise resulting from increased traffic volumes generated by that project or excessive groundborne vibration or groundborne noise levels. Where significant impacts are identified, appropriate mitigation shall be required.

NM 3.10-3. A condition of approval shall be placed on all Site Development Permit and/or Use Permit approvals for site-specific development, which states: Prior to issuance of a building permit, the applicant shall submit plans for shielding of all HVAC equipment to provide noise attenuation that will reduce noise from HVAC systems to 65 dBA or less when measured at 50 feet from the noise source.

Mitigation measures NM 3.10-1 and NM 3.10-3 shall be carried forward from the City's Opportunities Study Program EIR. As required by NM 3.10-2, this analysis provides the tiered site-specific analysis for the proposed project, and has identified the following site-specific mitigation measures.

Construction Impacts. Construction of the proposed project would potentially result in relatively high noise levels at the closest residences. In compliance with Mitigation Measure 3.10-2 to prepare a tiered, site-specific noise analysis to evaluate whether the project generates a substantial increase in ambient noise resulting from short-term construction noise, the following mitigation measures are required, and which, if implemented, will avoid exceedances of the City's noise standards and thresholds of significance. The following measures would reduce short-term construction-related noise impacts resulting from the proposed project:

- The project contractor shall place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
- The construction contractor shall locate equipment staging in areas that will create the greatest distance practical between construction-related noise sources and noise-sensitive receptors such as residential uses nearest the project site during all project construction.
- The construction contractor shall obtain the City's approval for its haul plan, with the planned haul truck routes avoiding residential areas to the extent feasible.
- The construction contractor shall schedule the timing and/or sequence so that the noisiest construction operations do not occur during sensitive times of the day (i.e., early morning hours between 7:00 a.m. and 8:00 a.m. or late afternoon hours between 6:00 p.m. and 8:00 p.m.)

Traffic Noise Impacts. In compliance with Mitigation Measure 3.10-2 to prepare a tiered, site-specific noise analysis, evaluate whether the project generates a substantial increase in ambient noise resulting from increased traffic volumes, and identify appropriate mitigation, the following mitigation

measures are required which, if implemented, will avoid exceedances of the City's noise standards and thresholds of significance:

Sound Barriers. Outdoor living areas, such as backyard, patio, or balcony, within the following impact areas are required to be protected by stand-alone sound barriers:

- **Alton Parkway, Planning Areas H and K:** 6 ft high sound barrier along the perimeter of backyard or patio, 5 ft high sound barrier along the perimeter of second-floor balcony;
- **Alton Parkway, Planning Area A (South):** 5 ft high sound barrier along the perimeter of backyard or patio, 5 ft high sound barrier along the perimeter of second-floor balcony; and
- **SR-241:** 10 ft high sound barrier along the property line along the SR-241 at the south/east end, decreasing to 6 ft high at the north/west end.

The proposed noise barriers must consist of materials with a minimum density of 3.5 pounds per square foot or combination of materials that meet this requirement. Such barrier materials include, but are not limited to, the following: $\frac{3}{4}$ in plywood, $\frac{1}{4}$ in tempered glass, $\frac{1}{4}$ in laminated glass, $\frac{1}{4}$ in Plexglas, or masonry.

Building Facade Upgrades. Noise-sensitive rooms, such as bedrooms and living rooms, within the following impact areas are required to have building facade upgrades:

- **SR-241, Planning Area A (North):** Windows with STC-28 or higher for ground floor units and windows with STC-32 or higher.

Mechanical Ventilation/Air Conditioning. Noise-sensitive rooms, such as bedrooms and living rooms, within the following impact areas are required to be equipped with air conditioning, a form of mechanical ventilation:

- Alton Parkway, Planning Areas A (North), A (South), F, H, I, K, and L;
- Bake Parkway, Planning Areas C, D, and F;
- Rancho Parkway, Planning Areas A (North), A (South), B, and I; and
- Commercentre Drive, Planning Area F.

Stationary-Source Noise Impacts. A sound barrier with a minimum height of 6 ft along the project boundary, directly adjacent to the loading/unloading areas of the existing office/commercial/warehouse uses, is required.

On-site Heating, Ventilating, and Air-Conditioning Units. All residential HVAC units shall be designed to meet the City's Municipal Code noise requirements.

3.6 Level of Significance after Mitigation

With implementation of the identified mitigation measures, potential short-term and long-term noise impacts would be reduced to below a level of significance.

4.0 REFERENCES

- Austin-Foust Associates, Inc. 2011. Shea Baker Ranch Traffic Impact Analysis. April.
- Bolt, Beranek & Newman. 1987. Noise Control for Buildings and Manufacturing Plants.
- City of Lake Forest. CEQA Significance Thresholds for Noise.
- City of Lake Forest. Noise Element and Municipal Code Noise Ordinances.
- Environmental Protection Agency. 1978. Protective Noise Levels, EPA 550/9-79-100. November.
- Federal Highway Administration. 1977. Highway Traffic Noise Prediction Model, FHWA RD-77-108.

APPENDIX A

FHWA HIGHWAY TRAFFIC NOISE PREDICTION MODEL OUTPUT

TABLE Existing-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Bake Pkwy between Portola Pkwy and SR-240
NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 24000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
81.9	162.5	343.3	736.2

TABLE Existing-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Bake Pkwy between SR-240 and Commercentre
NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 34000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.13

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
99.5	203.1	432.1	928.2

TABLE Existing-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Bake Pkwy between Commercentre and Trabuco
NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 43000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
114.3	236.5	504.8	1085.3

TABLE Existing-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Bake Pkwy between Trabuco and Toledo
NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 46000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.44

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
119.1	247.2	527.9	1135.1

TABLE Existing-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Bake Pkwy between Toledo and Jeronimo
NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 49000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
123.8	257.6	550.6	1183.9

TABLE Existing-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Alton Pkwy between Portola Pkwy and SR-240
NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.07

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	85.9	179.4	383.6

TABLE Existing-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Alton Pkwy between SR-240 and Commercentre
NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 2000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 59.54

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	69.5	142.5

TABLE Existing-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Alton Pkwy between Commercentre and Trabuco
NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 0 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 26.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE Existing-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between Portola Pkwy and SR-240

NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 14000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.27

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
62.7	116.3	241.0	514.6

TABLE Existing-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between SR-240 and Rancho Pkwy

NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.82

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
74.4	144.9	304.4	652.1

TABLE Existing-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between Rancho Pkwy and Trabuco

NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 23500 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.52

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
81.0	160.4	338.5	725.9

TABLE Existing-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Lake Forest between Trabuco and Toledo
NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 29000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.43

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
90.9	183.4	388.9	834.9

TABLE Existing-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Lake Forest between Toledo and Jeromino
NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 30000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.58

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
92.7	187.4	397.8	854.0

TABLE Existing-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Lake Forest between Jeronimo and Muirlands
NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 32000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.86

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
96.1	195.3	415.1	891.5

TABLE Existing-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between Muirlands and Rockfield

NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 37000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.49

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
104.6	214.5	457.0	981.9

TABLE Existing-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Ridge Route between Trabuco and Toledo
NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.41

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	72.1	151.5	324.5

TABLE Existing-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Ridge Route between Toledo and Jeronimo
NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	84.5	178.8	383.5

TABLE Existing-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Ridge Route between Jeronimo and Muirlands
NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	78.4	165.4	354.6

TABLE Existing-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Portola Pkwy west of Alton Pkwy
NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.67

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	84.6	157.5	326.7

TABLE Existing-20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Portola Pkwy between Alton Pkwy and Bake Pkwy

NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.36

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	115.7	231.7	490.6

TABLE Existing-21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Portola Pkwy between Bake Pkwy and Lake Forest

NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 27000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
92.9	177.9	372.0	796.1

TABLE Existing-22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Portola Pkwy between Lake Forest and Glenn Ranch

NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 35000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.66

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
106.0	209.2	441.2	945.9

TABLE Existing-23
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Portola Pkwy between Glenn Ranch and SR-240
NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 33000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.40

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
102.8	201.6	424.4	909.6

TABLE Existing-24
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Portola Pkwy between SR-240 and El Toro Rd

NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 35500 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.72

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
106.8	211.1	445.3	954.9

TABLE Existing-25
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Portola Pkwy east of El Toro Rd
NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 36000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.78

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
107.6	212.9	449.5	963.8

TABLE Existing-26
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Rancho Pkwy west of Bake Pkwy
NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5000 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.87

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	101.1	217.4

TABLE Existing-27
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Rancho Pkwy between Bake Pkwy and Lake Forest

NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7000 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.34

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	58.9	126.4	272.0

TABLE Existing-28
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Commercentre between Alton Pkwy and Bake Pkwy

NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 0 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 26.89

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	0.0	0.0

TABLE Existing-29
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Trabuco between Bake Pkwy and Lake Forest
NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.23

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
78.2	153.8	324.1	694.8

TABLE Existing-30
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Trabuco between Lake Forest and El Toro Rd

NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.28

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
89.1	179.3	380.0	815.7

TABLE Existing-31
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Trabuco east of El Toro Rd
NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.60

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
72.5	140.3	294.3	630.3

TABLE Existing-32
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Toledo between Bake Pkwy and Lake Forest
NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	78.4	165.4	354.6

TABLE Existing-33
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Jeronimo between Bake Pkwy and Lake Forest
NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	90.4	191.6	411.4

TABLE Existing-34
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Muirlands between Bake Pkwy and Lake Forest
NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.29

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	109.6	229.0	489.9

TABLE Existing-35
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: SR-241 between Alton Pkwy and Bake Pkwy
NOTES: Shea Baker Ranch - Existing

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 44000 SPEED (MPH): 65 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.16

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
176.1	373.0	800.6	1723.1

TABLE Existing with Alton-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Bake Pkwy between Portola Pkwy and SR-240

NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.85

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
66.7	126.2	263.0	562.3

TABLE Existing with Alton-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Bake Pkwy between SR-240 and Commercentre

NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 26000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
85.5	171.0	361.9	776.4

TABLE Existing with Alton-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Bake Pkwy between Commercentre and Trabuco

NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 31000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.72

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
94.4	191.4	406.5	872.8

TABLE Existing with Alton-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Bake Pkwy between Trabuco and Toledo
NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 48000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.62

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
122.2	254.1	543.1	1167.8

TABLE Existing with Alton-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Bake Pkwy between Toledo and Jeronimo
NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 52000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.97

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
128.3	267.8	572.7	1231.7

TABLE Existing with Alton-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Alton Pkwy between Portola Pkwy and SR-240

NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 21000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
71.5	147.1	313.5	673.8

TABLE Existing with Alton-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Alton Pkwy between SR-240 and Commercentre

NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 31000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.44

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
90.6	189.7	406.0	873.4

TABLE Existing with Alton-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Alton Pkwy between Commercentre and Trabuco

NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 33000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.72

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
94.2	197.6	423.2	910.5

TABLE Existing with Alton-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between Portola Pkwy and SR-240

NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.60

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	106.1	218.1	464.7

TABLE Existing with Alton-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between SR-240 and Rancho Pkwy

NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.60

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
72.5	140.3	294.3	630.3

TABLE Existing with Alton-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between Rancho Pkwy and Trabuco

NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 21000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.03

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
76.3	149.4	314.4	673.6

TABLE Existing with Alton-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Lake Forest between Trabuco and Toledo
NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 26000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
85.5	171.0	361.9	776.4

TABLE Existing with Alton-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between Toledo and Jeromino

NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.28

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
89.1	179.3	380.0	815.7

TABLE Existing with Alton-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between Jeronimo and Muirlands

NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 30000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.58

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
92.7	187.4	397.8	854.0

TABLE Existing with Alton-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between Muirlands and Rockfield

NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 36000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.37

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
102.9	210.8	448.8	964.2

TABLE Existing with Alton-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Ridge Route between Trabuco and Toledo

NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.41

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	72.1	151.5	324.5

TABLE Existing with Alton-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Ridge Route between Toledo and Jeronimo

NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	84.5	178.8	383.5

TABLE Existing with Alton-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Ridge Route between Jeronimo and Muirlands

NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	78.4	165.4	354.6

TABLE Existing with Alton-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Portola Pkwy west of Alton Pkwy
NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.67

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	84.6	157.5	326.7

TABLE Existing with Alton-20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Portola Pkwy between Alton Pkwy and Bake Pkwy

NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.98

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
72.0	125.3	253.9	539.1

TABLE Existing with Alton-21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Portola Pkwy between Bake Pkwy and Lake Forest

NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.69

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
94.5	181.9	381.0	815.5

TABLE Existing with Alton-22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Portola Pkwy between Lake Forest and Glenn Ranch

NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 35000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.66

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
106.0	209.2	441.2	945.9

TABLE Existing with Alton-23
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Portola Pkwy between Glenn Ranch and SR-240

NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 31000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.13

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
99.5	193.8	407.3	872.6

TABLE Existing with Alton-24
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Portola Pkwy between SR-240 and El Toro Rd

NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 35500 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.72

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
106.8	211.1	445.3	954.9

TABLE Existing with Alton-25
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Portola Pkwy east of El Toro Rd
NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 36000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.78

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
107.6	212.9	449.5	963.8

TABLE Existing with Alton-26
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Rancho Pkwy west of Bake Pkwy
NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5000 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.87

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	101.1	217.4

TABLE Existing with Alton-27
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Rancho Pkwy between Bake Pkwy and Lake Forest

NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8000 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.92

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	64.3	138.1	297.3

TABLE Existing with Alton-28
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Commercentre between Alton Pkwy and Bake Pkwy

NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6000 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.67

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	53.2	114.1	245.4

TABLE Existing with Alton-29
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Trabuco between Bake Pkwy and Lake Forest

NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.82

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
74.4	144.9	304.4	652.1

TABLE Existing with Alton-30
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Trabuco between Lake Forest and El Toro Rd

NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 27000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.12

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
87.3	175.2	371.0	796.2

TABLE Existing with Alton-31
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Trabuco east of El Toro Rd
NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.60

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
72.5	140.3	294.3	630.3

TABLE Existing with Alton-32
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Toledo between Bake Pkwy and Lake Forest

NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	78.4	165.4	354.6

TABLE Existing with Alton-33
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Jeronimo between Bake Pkwy and Lake Forest

NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	84.5	178.8	383.5

TABLE Existing with Alton-34
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Muirlands between Bake Pkwy and Lake Forest

NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.94

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	104.3	217.3	464.5

TABLE Existing with Alton-35
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: SR-241 between Alton Pkwy and Bake Pkwy

NOTES: Shea Baker Ranch - Existing with Alton

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 49000 SPEED (MPH): 65 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.63

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
188.7	400.5	860.0	1851.2

TABLE Existing with Alton & Project-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Bake Pkwy between Portola Pkwy and SR-240

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.57

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
64.7	121.3	252.1	538.7

TABLE Existing with Alton & Project-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Bake Pkwy between SR-240 and Commercentre

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 25000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.79

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
83.7	166.8	352.6	756.4

TABLE Existing with Alton & Project-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Bake Pkwy between Commercentre and Trabuco

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 31000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.72

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
94.4	191.4	406.5	872.8

TABLE Existing with Alton & Project-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Bake Pkwy between Trabuco and Toledo

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 51000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.89

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
126.8	264.4	565.4	1215.9

TABLE Existing with Alton & Project-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Bake Pkwy between Toledo and Jeronimo

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.59

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	72.5	140.2	294.1

TABLE Existing with Alton & Project-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Alton Pkwy between Portola Pkwy and SR-240

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 26000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.68

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
81.3	169.1	361.3	776.8

TABLE Existing with Alton & Project-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Alton Pkwy between SR-240 and Commercentre

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 36500 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
100.3	211.2	452.6	973.7

TABLE Existing with Alton & Project-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Alton Pkwy between Commercentre and Trabuco

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 41000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.66

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
108.0	228.0	488.9	1052.2

TABLE Existing with Alton & Project-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between Portola Pkwy and SR-240

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.22

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	100.9	206.1	438.7

TABLE Existing with Alton & Project-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between SR-240 and Rancho Pkwy

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 17000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.12

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
68.7	131.0	273.6	585.4

TABLE Existing with Alton & Project-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between Rancho Pkwy and Trabuco

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20500 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.93

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
75.4	147.1	309.4	662.9

TABLE Existing with Alton & Project-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between Trabuco and Toledo

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 26000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
85.5	171.0	361.9	776.4

TABLE Existing with Alton & Project-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between Toledo and Jeromino

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.28

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
89.1	179.3	380.0	815.7

TABLE Existing with Alton & Project-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between Jeronimo and Muirlands

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 30000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.58

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
92.7	187.4	397.8	854.0

TABLE Existing with Alton & Project-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between Muirlands and Rockfield

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 36000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.37

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
102.9	210.8	448.8	964.2

TABLE Existing with Alton & Project-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Ridge Route between Trabuco and Toledo

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.41

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	72.1	151.5	324.5

TABLE Existing with Alton & Project-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Ridge Route between Toledo and Jeronimo

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	84.5	178.8	383.5

TABLE Existing with Alton & Project-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Ridge Route between Jeronimo and Muirlands

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	78.4	165.4	354.6

TABLE Existing with Alton & Project-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Portola Pkwy west of Alton Pkwy

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.67

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	84.6	157.5	326.7

TABLE Existing with Alton & Project-20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Portola Pkwy between Alton Pkwy and Bake Pkwy

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.26

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
73.8	130.0	264.7	562.7

TABLE Existing with Alton & Project-21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Portola Pkwy between Bake Pkwy and Lake Forest

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 26000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.37

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
91.2	173.8	362.9	776.3

TABLE Existing with Alton & Project-22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Portola Pkwy between Lake Forest and Glenn Ranch

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 33000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.40

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
102.8	201.6	424.4	909.6

TABLE Existing with Alton & Project-23
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Portola Pkwy between Glenn Ranch and SR-240

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.69

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
94.5	181.9	381.0	815.5

TABLE Existing with Alton & Project-24
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Portola Pkwy between SR-240 and El Toro Rd

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 35000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.66

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
106.0	209.2	441.2	945.9

TABLE Existing with Alton & Project-25
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Portola Pkwy east of El Toro Rd

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 35000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.66

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
106.0	209.2	441.2	945.9

TABLE Existing with Alton & Project-26
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Rancho Pkwy west of Bake Pkwy

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5000 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.87

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	101.1	217.4

TABLE Existing with Alton & Project-27
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Rancho Pkwy between Bake Pkwy and Lake Forest

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9000 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.43

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	69.5	149.4	321.5

TABLE Existing with Alton & Project-28
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Commercentre between Alton Pkwy and Bake Pkwy

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6000 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.67

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	53.2	114.1	245.4

TABLE Existing with Alton & Project-29
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Trabuco between Bake Pkwy and Lake Forest

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.82

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
74.4	144.9	304.4	652.1

TABLE Existing with Alton & Project-30
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Trabuco between Lake Forest and El Toro Rd

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 27000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.12

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
87.3	175.2	371.0	796.2

TABLE Existing with Alton & Project-31
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Trabuco east of El Toro Rd

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.36

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
70.6	135.7	284.1	608.0

TABLE Existing with Alton & Project-32
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Toledo between Bake Pkwy and Lake Forest

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	78.4	165.4	354.6

TABLE Existing with Alton & Project-33
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Jeronimo between Bake Pkwy and Lake Forest

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	84.5	178.8	383.5

TABLE Existing with Alton & Project-34
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Muirlands between Bake Pkwy and Lake Forest

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.29

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	109.6	229.0	489.9

TABLE Existing with Alton & Project-35
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: SR-241 between Alton Pkwy and Bake Pkwy

NOTES: Shea Baker Ranch - Existing with Alton & Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 51000 SPEED (MPH): 65 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 75.80

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
193.6	411.3	883.2	1901.2

TABLE 2015 w/o Project-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Bake Pkwy between Portola Pkwy and SR-240

NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.60

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
72.5	140.3	294.3	630.3

TABLE 2015 w/o Project-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Bake Pkwy between SR-240 and Commercentre
NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 30000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.58

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
92.7	187.4	397.8	854.0

TABLE 2015 w/o Project-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Bake Pkwy between Commercentre and Trabuco
NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 35000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.25

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
101.2	207.0	440.5	946.3

TABLE 2015 w/o Project-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Bake Pkwy between Trabuco and Toledo
NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 49000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
123.8	257.6	550.6	1183.9

TABLE 2015 w/o Project-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Bake Pkwy between Toledo and Jeronimo
NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 49000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
123.8	257.6	550.6	1183.9

TABLE 2015 w/o Project-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Alton Pkwy between Portola Pkwy and SR-240

NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 21000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
71.5	147.1	313.5	673.8

TABLE 2015 w/o Project-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Alton Pkwy between SR-240 and Commercentre

NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 27000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
83.2	173.3	370.4	796.6

TABLE 2015 w/o Project-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Alton Pkwy between Commercentre and Trabuco

NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 38000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.33

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
102.9	216.8	464.8	1000.2

TABLE 2015 w/o Project-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between Portola Pkwy and SR-240

NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 15000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.57

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
64.7	121.3	252.1	538.7

TABLE 2015 w/o Project-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between SR-240 and Rancho Pkwy

NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 24000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
81.9	162.5	343.3	736.2

TABLE 2015 w/o Project-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between Rancho Pkwy and Trabuco

NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 31000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.72

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
94.4	191.4	406.5	872.8

TABLE 2015 w/o Project-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Lake Forest between Trabuco and Toledo
NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 38000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
106.2	218.3	465.1	999.5

TABLE 2015 w/o Project-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Lake Forest between Toledo and Jeromino
NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 34000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.13

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
99.5	203.1	432.1	928.2

TABLE 2015 w/o Project-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Lake Forest between Jeronimo and Muirlands
NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 35000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.25

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
101.2	207.0	440.5	946.3

TABLE 2015 w/o Project-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between Muirlands and Rockfield

NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 40000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
109.5	225.7	481.2	1034.2

TABLE 2015 w/o Project-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Ridge Route between Trabuco and Toledo
NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.41

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	72.1	151.5	324.5

TABLE 2015 w/o Project-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Ridge Route between Toledo and Jeronimo
NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.41

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	72.1	151.5	324.5

TABLE 2015 w/o Project-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Ridge Route between Jeronimo and Muirlands
NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	84.5	178.8	383.5

TABLE 2015 w/o Project-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Portola Pkwy west of Alton Pkwy
NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	73.5	129.1	262.6

TABLE 2015 w/o Project-20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Portola Pkwy between Alton Pkwy and Bake Pkwy

NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.77

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
77.4	139.2	285.6	608.3

TABLE 2015 w/o Project-21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Portola Pkwy between Bake Pkwy and Lake Forest
NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 30000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
97.9	189.9	398.6	853.8

TABLE 2015 w/o Project-22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Portola Pkwy between Lake Forest and Glenn Ranch

NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 44000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.65

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
120.1	242.0	513.1	1101.4

TABLE 2015 w/o Project-23
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Portola Pkwy between Glenn Ranch and SR-240
NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 32000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.27

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
101.2	197.7	415.9	891.2

TABLE 2015 w/o Project-24
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Portola Pkwy between SR-240 and El Toro Rd

NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 39000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.13

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
112.4	224.0	473.8	1016.5

TABLE 2015 w/o Project-25
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Portola Pkwy east of El Toro Rd
NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 40000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.24

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
113.9	227.7	481.8	1033.7

TABLE 2015 w/o Project-26
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Rancho Pkwy west of Bake Pkwy
NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5000 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.87

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	101.1	217.4

TABLE 2015 w/o Project-27
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Rancho Pkwy between Bake Pkwy and Lake Forest

NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12000 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.68

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	84.2	180.9	389.5

TABLE 2015 w/o Project-28
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Commercentre between Alton Pkwy and Bake Pkwy

NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9000 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.43

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	69.5	149.4	321.5

TABLE 2015 w/o Project-29
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Trabuco between Bake Pkwy and Lake Forest

NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 24000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
81.9	162.5	343.3	736.2

TABLE 2015 w/o Project-30
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Trabuco between Lake Forest and El Toro Rd

NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 32000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.86

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
96.1	195.3	415.1	891.5

TABLE 2015 w/o Project-31
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Trabuco east of El Toro Rd
NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 23000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.43

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
80.1	158.2	333.8	715.6

TABLE 2015 w/o Project-32
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Toledo between Bake Pkwy and Lake Forest
NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	58.6	121.5	259.5

TABLE 2015 w/o Project-33
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Jeronimo between Bake Pkwy and Lake Forest
NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.37

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	96.1	204.1	438.3

TABLE 2015 w/o Project-34
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Muirlands between Bake Pkwy and Lake Forest

NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.19

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
63.7	124.7	262.4	562.2

TABLE 2015 w/o Project-35
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: SR-241 between Alton Pkwy and Bake Pkwy
NOTES: Shea Baker Ranch - 2015 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 60000 SPEED (MPH): 65 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.51

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
215.0	458.0	984.1	2118.7

TABLE 2015 with Project-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Bake Pkwy between Portola Pkwy and SR-240

NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.36

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
70.6	135.7	284.1	608.0

TABLE 2015 with Project-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Bake Pkwy between SR-240 and Commercentre
NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.28

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
89.1	179.3	380.0	815.7

TABLE 2015 with Project-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Bake Pkwy between Commercentre and Trabuco
NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 36000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.37

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
102.9	210.8	448.8	964.2

TABLE 2015 with Project-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Bake Pkwy between Trabuco and Toledo
NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 50000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.80

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
125.3	261.0	558.0	1199.9

TABLE 2015 with Project-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Bake Pkwy between Toledo and Jeronimo
NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 51000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS	75.51	12.57	9.34
M-TRUCKS	1.56	0.09	0.19
H-TRUCKS	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.89

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
126.8	264.4	565.4	1215.9

TABLE 2015 with Project-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Alton Pkwy between Portola Pkwy and SR-240

NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 23000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.15

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
75.5	156.1	333.0	715.9

TABLE 2015 with Project-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Alton Pkwy between SR-240 and Commercentre

NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 31500 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.51

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
91.5	191.7	410.4	882.7

TABLE 2015 with Project-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Alton Pkwy between Commercentre and Trabuco

NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 44000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 24 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.97

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
112.9	238.9	512.4	1102.9

TABLE 2015 with Project-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between Portola Pkwy and SR-240

NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.85

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
66.7	126.2	263.0	562.3

TABLE 2015 with Project-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Lake Forest between SR-240 and Rancho Pkwy
NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 23000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.43

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
80.1	158.2	333.8	715.6

TABLE 2015 with Project-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between Rancho Pkwy and Trabuco

NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 31000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.72

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
94.4	191.4	406.5	872.8

TABLE 2015 with Project-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Lake Forest between Trabuco and Toledo
NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 38000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
106.2	218.3	465.1	999.5

TABLE 2015 with Project-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Lake Forest between Toledo and Jeromino
NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 35000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.25

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
101.2	207.0	440.5	946.3

TABLE 2015 with Project-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Lake Forest between Jeronimo and Muirlands
NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 35000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.25

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
101.2	207.0	440.5	946.3

TABLE 2015 with Project-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between Muirlands and Rockfield

NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 41000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.94

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
111.1	229.3	489.2	1051.4

TABLE 2015 with Project-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Ridge Route between Trabuco and Toledo
NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.41

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	72.1	151.5	324.5

TABLE 2015 with Project-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Ridge Route between Toledo and Jeronimo
NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.41

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	72.1	151.5	324.5

TABLE 2015 with Project-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Ridge Route between Jeronimo and Muirlands

NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	84.5	178.8	383.5

TABLE 2015 with Project-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Portola Pkwy west of Alton Pkwy
NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	73.5	129.1	262.6

TABLE 2015 with Project-20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Portola Pkwy between Alton Pkwy and Bake Pkwy

NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 19000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.01

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
79.1	143.7	295.8	630.5

TABLE 2015 with Project-21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Portola Pkwy between Bake Pkwy and Lake Forest

NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 29000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.84

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
96.2	185.9	389.9	834.8

TABLE 2015 with Project-22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Portola Pkwy between Lake Forest and Glenn Ranch

NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 43000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.55

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
118.6	238.4	505.4	1084.7

TABLE 2015 with Project-23
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Portola Pkwy between Glenn Ranch and SR-240
NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 31000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.13

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
99.5	193.8	407.3	872.6

TABLE 2015 with Project-24
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Portola Pkwy between SR-240 and El Toro Rd

NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 38500 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.07

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
111.6	222.2	469.8	1007.8

TABLE 2015 with Project-25
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Portola Pkwy east of El Toro Rd
NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 40000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.24

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
113.9	227.7	481.8	1033.7

TABLE 2015 with Project-26
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Rancho Pkwy west of Bake Pkwy
NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8000 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.92

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	64.3	138.1	297.3

TABLE 2015 with Project-27
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Rancho Pkwy between Bake Pkwy and Lake Forest

NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 13000 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	88.7	190.8	410.8

TABLE 2015 with Project-28
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Commercentre between Alton Pkwy and Bake Pkwy

NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7000 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.34

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	58.9	126.4	272.0

TABLE 2015 with Project-29
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Trabuco between Bake Pkwy and Lake Forest
NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 23000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.43

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
80.1	158.2	333.8	715.6

TABLE 2015 with Project-30
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Trabuco between Lake Forest and El Toro Rd
NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 32000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.86

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
96.1	195.3	415.1	891.5

TABLE 2015 with Project-31
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Trabuco east of El Toro Rd
NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 23000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.43

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
80.1	158.2	333.8	715.6

TABLE 2015 with Project-32
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Toledo between Bake Pkwy and Lake Forest

NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.95

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	58.6	121.5	259.5

TABLE 2015 with Project-33
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Jeronimo between Bake Pkwy and Lake Forest
NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 11000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.37

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	96.1	204.1	438.3

TABLE 2015 with Project-34
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Muirlands between Bake Pkwy and Lake Forest
NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 16000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.19

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
63.7	124.7	262.4	562.2

TABLE 2015 with Project-35
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: SR-241 between Alton Pkwy and Bake Pkwy
NOTES: Shea Baker Ranch - 2015 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 60000 SPEED (MPH): 65 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 76.51

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
215.0	458.0	984.1	2118.7

TABLE 2030 w/o Project-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Bake Pkwy between Portola Pkwy and SR-240
NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.82

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
74.4	144.9	304.4	652.1

TABLE 2030 w/o Project-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Bake Pkwy between SR-240 and Commercentre
NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 35000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.25

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
101.2	207.0	440.5	946.3

TABLE 2030 w/o Project-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Bake Pkwy between Commercentre and Trabuco

NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 37000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.49

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
104.6	214.5	457.0	981.9

TABLE 2030 w/o Project-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Bake Pkwy between Trabuco and Toledo
NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 51000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.89

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
126.8	264.4	565.4	1215.9

TABLE 2030 w/o Project-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Bake Pkwy between Toledo and Jeronimo
NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 53000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.05

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
129.9	271.1	580.0	1247.4

TABLE 2030 w/o Project-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Alton Pkwy between Portola Pkwy and SR-240

NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 27000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.12

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
87.3	175.2	371.0	796.2

TABLE 2030 w/o Project-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Alton Pkwy between SR-240 and Commercentre
NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 38000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
106.2	218.3	465.1	999.5

TABLE 2030 w/o Project-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Alton Pkwy between Commercentre and Trabuco
NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 49000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.71

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
123.8	257.6	550.6	1183.9

TABLE 2030 w/o Project-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between Portola Pkwy and SR-240

NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.36

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
70.6	135.7	284.1	608.0

TABLE 2030 w/o Project-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between SR-240 and Rancho Pkwy

NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 29000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.43

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
90.9	183.4	388.9	834.9

TABLE 2030 w/o Project-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between Rancho Pkwy and Trabuco

NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 35500 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.31

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
102.1	208.9	444.6	955.2

TABLE 2030 w/o Project-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Lake Forest between Trabuco and Toledo
NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 40000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
109.5	225.7	481.2	1034.2

TABLE 2030 w/o Project-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Lake Forest between Toledo and Jeromino
NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 38000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
106.2	218.3	465.1	999.5

TABLE 2030 w/o Project-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Lake Forest between Jeronimo and Muirlands
NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 40000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
109.5	225.7	481.2	1034.2

TABLE 2030 w/o Project-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between Muirlands and Rockfield

NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 47000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
120.7	250.7	535.5	1151.5

TABLE 2030 w/o Project-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Ridge Route between Trabuco and Toledo
NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	84.5	178.8	383.5

TABLE 2030 w/o Project-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Ridge Route between Toledo and Jeronimo
NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.41

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	72.1	151.5	324.5

TABLE 2030 w/o Project-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Ridge Route between Jeronimo and Muirlands

NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	84.5	178.8	383.5

TABLE 2030 w/o Project-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Portola Pkwy west of Alton Pkwy
NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	73.5	129.1	262.6

TABLE 2030 w/o Project-20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Portola Pkwy between Alton Pkwy and Bake Pkwy

NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.64

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
84.3	156.9	325.4	694.9

TABLE 2030 w/o Project-21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Portola Pkwy between Bake Pkwy and Lake Forest

NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 33000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.40

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
102.8	201.6	424.4	909.6

TABLE 2030 w/o Project-22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Portola Pkwy between Lake Forest and Glenn Ranch

NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 51000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.29

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
130.6	266.1	565.7	1215.1

TABLE 2030 w/o Project-23
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Portola Pkwy between Glenn Ranch and SR-240
NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 37000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.90

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
109.2	216.7	457.6	981.5

TABLE 2030 w/o Project-24
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Portola Pkwy between SR-240 and El Toro Rd

NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 49000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.12

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
127.7	259.3	550.9	1183.2

TABLE 2030 w/o Project-25
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Portola Pkwy east of El Toro Rd
NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 48000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.03

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
126.2	255.9	543.5	1167.1

TABLE 2030 w/o Project-26
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Rancho Pkwy west of Bake Pkwy
NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5000 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 63.87

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	0.0	101.1	217.4

TABLE 2030 w/o Project-27
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Rancho Pkwy between Bake Pkwy and Lake Forest

NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18000 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.44

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
51.4	110.1	236.9	510.3

TABLE 2030 w/o Project-28
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Commercentre between Alton Pkwy and Bake Pkwy

NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10000 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.88

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	74.6	160.2	344.9

TABLE 2030 w/o Project-29
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Trabuco between Bake Pkwy and Lake Forest

NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.28

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
89.1	179.3	380.0	815.7

TABLE 2030 w/o Project-30
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Trabuco between Lake Forest and El Toro Rd

NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 38000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
106.2	218.3	465.1	999.5

TABLE 2030 w/o Project-31
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Trabuco east of El Toro Rd
NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 26000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
85.5	171.0	361.9	776.4

TABLE 2030 w/o Project-32
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Toledo between Bake Pkwy and Lake Forest
NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.74

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	65.5	136.9	292.9

TABLE 2030 w/o Project-33
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Jeronimo between Bake Pkwy and Lake Forest
NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	101.6	216.2	464.4

TABLE 2030 w/o Project-34
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Muirlands between Bake Pkwy and Lake Forest
NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.16

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
71.8	143.6	303.9	652.2

TABLE 2030 w/o Project-35
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: SR-241 between Alton Pkwy and Bake Pkwy
NOTES: Shea Baker Ranch - 2030 w/o Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 107000 SPEED (MPH): 65 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 79.02

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
313.8	672.4	1446.7	3115.4

TABLE 2030 with Project-01
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Bake Pkwy between Portola Pkwy and SR-240

NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.82

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
74.4	144.9	304.4	652.1

TABLE 2030 with Project-02
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Bake Pkwy between SR-240 and Commercentre
NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 33000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.00

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
97.8	199.2	423.6	909.9

TABLE 2030 with Project-03
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Bake Pkwy between Commercentre and Trabuco
NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 38000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
106.2	218.3	465.1	999.5

TABLE 2030 with Project-04
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Bake Pkwy between Trabuco and Toledo
NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 53000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.05

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
129.9	271.1	580.0	1247.4

TABLE 2030 with Project-05
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Bake Pkwy between Toledo and Jeronimo
NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 54000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.13

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
131.4	274.5	587.2	1263.1

TABLE 2030 with Project-06
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Alton Pkwy between Portola Pkwy and SR-240
NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.28

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
89.1	179.3	380.0	815.7

TABLE 2030 with Project-07
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Alton Pkwy between SR-240 and Commercentre

NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 42000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.04

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
112.7	232.9	497.0	1068.4

TABLE 2030 with Project-08
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Alton Pkwy between Commercentre and Trabuco

NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 54000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 73.13

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
131.4	274.5	587.2	1263.1

TABLE 2030 with Project-09
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between Portola Pkwy and SR-240

NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 18000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.36

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
70.6	135.7	284.1	608.0

TABLE 2030 with Project-10
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Lake Forest between SR-240 and Rancho Pkwy
NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.28

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
89.1	179.3	380.0	815.7

TABLE 2030 with Project-11
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between Rancho Pkwy and Trabuco

NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 35500 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.31

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
102.1	208.9	444.6	955.2

TABLE 2030 with Project-12
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Lake Forest between Trabuco and Toledo
NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 41000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.94

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
111.1	229.3	489.2	1051.4

TABLE 2030 with Project-13
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Lake Forest between Toledo and Jeromino
NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 39000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.72

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
107.9	222.0	473.2	1017.0

TABLE 2030 with Project-14
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Lake Forest between Jeronimo and Muirlands
NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 40000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.83

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
109.5	225.7	481.2	1034.2

TABLE 2030 with Project-15
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Lake Forest between Muirlands and Rockfield

NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 47000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.53

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
120.7	250.7	535.5	1151.5

TABLE 2030 with Project-16
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Ridge Route between Trabuco and Toledo
NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	84.5	178.8	383.5

TABLE 2030 with Project-17
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Ridge Route between Toledo and Jeronimo
NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 7000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.41

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	72.1	151.5	324.5

TABLE 2030 with Project-18
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Ridge Route between Jeronimo and Muirlands
NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 9000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.50

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	84.5	178.8	383.5

TABLE 2030 with Project-19
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Portola Pkwy west of Alton Pkwy
NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 5000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 62.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	73.5	129.1	262.6

TABLE 2030 with Project-20
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Portola Pkwy between Alton Pkwy and Bake Pkwy

NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 22000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 68.64

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
84.3	156.9	325.4	694.9

TABLE 2030 with Project-21
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Portola Pkwy between Bake Pkwy and Lake Forest

NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 32000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.27

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
101.2	197.7	415.9	891.2

TABLE 2030 with Project-22
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Portola Pkwy between Lake Forest and Glenn Ranch

NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 50000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.21

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
129.1	262.7	558.4	1199.2

TABLE 2030 with Project-23
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Portola Pkwy between Glenn Ranch and SR-240
NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 35000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.66

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
106.0	209.2	441.2	945.9

TABLE 2030 with Project-24
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Portola Pkwy between SR-240 and El Toro Rd
NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 47500 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.99

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
125.4	254.1	539.7	1159.0

TABLE 2030 with Project-25
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Portola Pkwy east of El Toro Rd
NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 48000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 48 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 72.03

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
126.2	255.9	543.5	1167.1

TABLE 2030 with Project-26
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Rancho Pkwy west of Bake Pkwy
NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 10000 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 66.88

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	74.6	160.2	344.9

TABLE 2030 with Project-27
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Rancho Pkwy between Bake Pkwy and Lake Forest

NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20000 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.89

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
55.1	118.1	254.2	547.4

TABLE 2030 with Project-28
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Commercentre between Alton Pkwy and Bake Pkwy

NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 8000 SPEED (MPH): 45 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 6 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 65.92

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	64.3	138.1	297.3

TABLE 2030 with Project-29
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Trabuco between Bake Pkwy and Lake Forest
NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 28000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 70.28

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
89.1	179.3	380.0	815.7

TABLE 2030 with Project-30
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Trabuco between Lake Forest and El Toro Rd

NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 38000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 71.61

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
106.2	218.3	465.1	999.5

TABLE 2030 with Project-31
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Trabuco east of El Toro Rd
NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 26000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.96

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
85.5	171.0	361.9	776.4

TABLE 2030 with Project-32
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Toledo between Bake Pkwy and Lake Forest
NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 6000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 64.74

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	65.5	136.9	292.9

TABLE 2030 with Project-33
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: Jeronimo between Bake Pkwy and Lake Forest
NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 12000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 18 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 67.75

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
0.0	101.6	216.2	464.4

TABLE 2030 with Project-34
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011

ROADWAY SEGMENT: Muirlands between Bake Pkwy and Lake Forest

NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 20000 SPEED (MPH): 50 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 30 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 69.16

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
71.8	143.6	303.9	652.2

TABLE 2030 with Project-35
FHWA ROADWAY NOISE LEVEL ANALYSIS

RUN DATE: 05/10/2011
ROADWAY SEGMENT: SR-241 between Alton Pkwy and Bake Pkwy
NOTES: Shea Baker Ranch - 2030 with Project

* * ASSUMPTIONS * *

AVERAGE DAILY TRAFFIC: 106000 SPEED (MPH): 65 GRADE: .5

	TRAFFIC DISTRIBUTION PERCENTAGES		
	DAY	EVENING	NIGHT
	---	-----	-----
AUTOS			
	75.51	12.57	9.34
M-TRUCKS			
	1.56	0.09	0.19
H-TRUCKS			
	0.64	0.02	0.08

ACTIVE HALF-WIDTH (FT): 36 SITE CHARACTERISTICS: SOFT

* * CALCULATED NOISE LEVELS * *

CNEL AT 50 FT FROM NEAR TRAVEL LANE CENTERLINE (dB) = 78.98

DISTANCE (FEET) FROM ROADWAY CENTERLINE TO CNEL			
70 CNEL	65 CNEL	60 CNEL	55 CNEL
-----	-----	-----	-----
311.8	668.2	1437.7	3096.0
